

WHAT CAR?

Britain's biggest and best car buyer's guide

September 2015

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CAR
TEST**

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PLUS NEW RIVALS REVEALED



**Full story
New Audi A4**

**Driven
New 3 Series**

**First look
New Alfa Giulia**



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption

A red Audi RS 3 Sportback is shown from the front-left, positioned in a dark tunnel. The car's headlights are on, and its license plate reads 'B71 TCC'. It is being pulled by a cable system that extends into the distance, suggesting a high-speed test or a performance demonstration. The tunnel's curved walls and ceiling are visible, with several lights illuminating the scene.

Audi Sport

**The all-new
Audi RS 3 Sportback.
Born restless.**

See what happens when you unleash
an RS 3 Sportback at audi.co.uk/rs3

Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO₂ emissions 194 – 189g/km. Standard EU test figures
figures. Image for illustrative purposes only, includes optional extras.

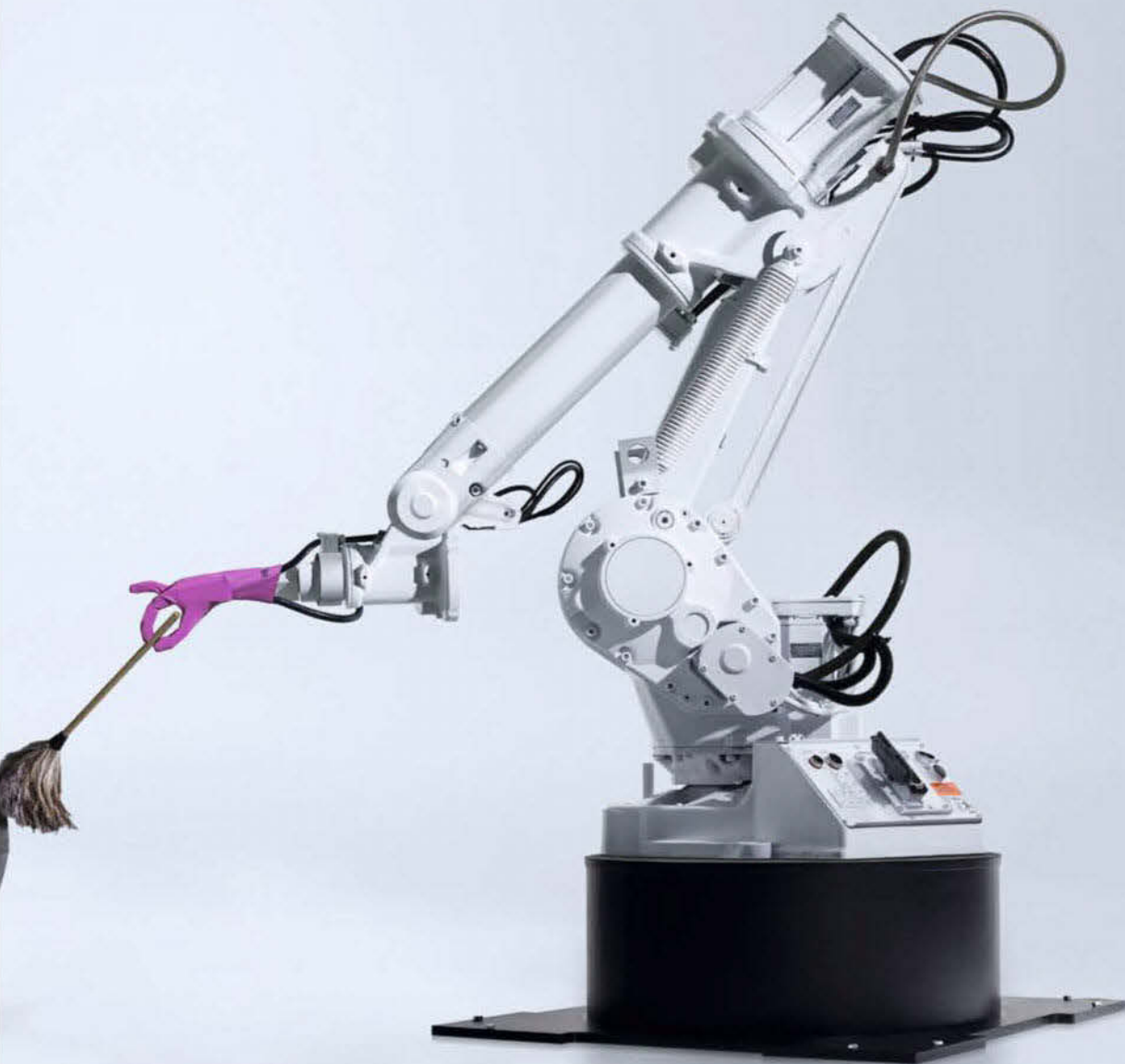


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Official fuel consumption figures for the up! range in mpg (litres/100km): urban 47.9 (5.9) – 56.5 (5.0); extra urban 70.6 (4.0)



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Das Auto.

charges may ; or iii) replace: part exchange the vehicle. Available on Solutions Personal Contract Plan. ^Deposit contribution is not available for Take up!. 18s and over. Subject to availability. in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication 07/2015. Freepost Volkswagen Finance. - 78.5 (3.6); combined 60.1 (4.7) - 68.9 (4.1). Combined CO₂ emissions 108 - 95g/km.



I want a nice little car for an even nicer little monthly cost. #SR7

3:40 PM



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New BMW 3 Series

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Plus Buyer's guide and A to Z

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inside



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urban 50.4 (5.6), extra urban 72.4 (3.9), combined 62.8 (4.5). Official CO₂ emissions 104g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

ford.co.uk/fiesta



Go Further

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In this issue of What Car?



When car makers really start to slug it out, there is only ever one winner – the car buyer. You and I reap the benefits because manufacturers build better cars, with more appeal, lower running costs and, eventually, bigger discounts or better finance deals.

This is happening now in the executive-car class, which has never been more hotly contested than today – and which will become even more competitive in the coming months.

It was just a handful of years ago that executive car buyers had only the German brands of Audi, BMW and Mercedes to choose between. Now, Alfa Romeo, Infiniti, Jaguar, Lexus, Maserati and Tesla can all claim to have cars for sale that appeal to every type of buyer in the class.

It's an exciting time: the job for What Car?'s testers to separate them has never been more exciting – or critical.

'The executive-car class has never been more hotly contested'

Jim Holder, editor
Jim.Holder@haymarket.com @Jim_Holder



Expert tests

Independent tests

We do our own performance and noise tests to ensure 100% integrity

Back-to-back drives

We only compare cars in the UK, over the same roads, to ensure accuracy

Constant updates

We revise our star ratings, verdicts and data every day



True MPG

Our tests give you the best idea of what you'll get to the gallon



Target Price

We mystery shop so you know the best discounts available





Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4(7.9) – 52.3(5.4), Combined 35.3(8.0) – 134.5(2.1).



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INTRODUCING
THE ALL-NEW **VOLVO XC90**
MADE BY SWEDEN

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BMW 3 Series

First drive Iconic exec gets a spruce up for 2015 to take on improving rivals

Verdict This top model 340i bodes well for the rest of the range ★★★★★



Even with the weight of a 3.0-litre straight-six engine up front, the 3 Series turns in to corners well



Decent front space and a multitude of adjustments make it very easy to find a good driving position



Rear headroom is good for two people, but their knees will be rubbing the backs of the front seats



THERE ARE FEW cars as popular as the BMW 3 Series. It has long been known as a benchmark for quality and handling. So much so, that for periods of its life, it gained more signatures than even Ford's Mondeo from fleet buyers.

Of course, all classes move on. The executive class, however, is a particularly fast-paced environment, where the likes of the Audi A3 Saloon, Jaguar XE and Mercedes-Benz C-Class have beaten the BMW in many areas.

That could be about to change. BMW knows that getting price, CO₂ emissions, quality and handling right is essential to the company car market. For 2015, it has given its 3 Series a thorough makeover in order to bring the fight back to its recently revitalised rivals.

From the outside, the changes seem minor – refreshed styling includes new head and taillights and bumpers. Beneath, though, lies a reworked chassis for improved comfort and handling, while the cabin has been treated to a range of upgraded materials.

Under the bonnet is a range of new engines. A three-cylinder petrol engine makes it into a 3 Series in the 318i for the first time, while company car drivers will be pleased to hear that the 320d diesel now emits just 99g/km of CO₂ in Efficient Dynamics Plus form. A sub-50g/km plug-in hybrid 330e also joins the range in late 2016.

Here we're driving the new range-topping 340i petrol saloon, previously called the 335i.

Its twin-turbo six-cylinder engine produces 322bhp and sends that power to the rear wheels through a six-speed manual gearbox, or (as driven here) an optional eight-speed automatic gearbox.

Even better to drive

As a range-topping 3 Series (save for the even quicker M3), the 340i is an impressive and addictive way to get around. Its six-cylinder twin-turbo engine is all-new and its superbly smooth but hugely punchy power delivery is a joy.



With the optional adaptive suspension fitted, the body control is excellent

'Its twin-turbo, six-cylinder engine is smooth and punchy, and its power delivery is a joy'

BMW has improved throttle response over the old 335i, which shows, and there's a considerable amount of low down pull for easy overtaking on faster B-roads. It's all too happy to rev right to the redline, too, at which point you're being treated to the muscular roar of the engine and exhausts in unison.

The 340i has more noises up its tailpipe, though; burbles on the overrun off the throttle and the odd pop on gearchanges. The revised optional eight-speed gearbox works extremely well, too. It's sharper on multiple downshifts when taking control with the wheel-mounted paddles, but remains calm and intuitive when you just want to cruise along.

Elsewhere refinement is good. Our test car was a Sport model (not available in the UK on the 340i) and

wore 18in alloy wheels, which kicked up some road noise over coarse surfaces. However, wind noise is well suppressed and the 3.0 petrol is as good at being reserved at steady revs as it is howling at high ones.

When asked for feedback, the answer current 3 Series owners gave was 'more comfort, please, but also, an even sharper driving experience.' Not a simple task, but BMW's engineers bit their tongues, went away and stiffened the 3 Series' body, altered its suspension to give a wider range of adjustability and reconfigured its steering to give a greater sense of the road beneath.

The changes are more noticeable in some places than others. Certainly, switching our car's optional adaptive dampers between Comfort and Sport shows a bigger difference in ride. The stiffer Sport setting doesn't stray too far from what went before; firm but nicely controlled, but Comfort feels even more compliant over rough surfaces than previously. That said, our smooth German route was hardly a test, so we'll wait until a UK drive for our final judgement here.

The best-handling 3 Series models we've experienced have always been on larger wheels with adaptive dampers, so this new 340i doesn't disappoint. Body control, especially in Sport mode, is spot on, while even this heavier-nosed >>

Photography Will Williams



Simple climate-control dials remain, as does the audio system, although the materials are better



Optional eight-speed automatic gearbox works better than ever, allowing multiple downshifts



New name for the range-topper, which also gets a smooth new twin-turbocharged 3.0-litre engine



It's a shame that you have to pay extra for folding rear seats, but they're easy to use when you do



The boot is a decent size even when the rear seats are raised, and the even sides make it easy to load



If you do choose the optional folding rear seats, they leave a sizeable flat floor when tipped forward

HOW IT MEASURES UP

Audi A3 Saloon ★★★★★

Superb cabin and good to drive - the compact A3 is a class leader. Revised A4 due soon.

Price from £23,335

Length 446cm

Width 180cm

Height 142cm

Boot 425 litres



BMW 3 Series ★★★★★

More rounded than ever. More mainstream models could rule the roost once more.

Price from £24,975

Length 462cm

Width 181cm

Height 143cm

Boot 480 litres



Jaguar XE ★★★★★

New Jag has proved it's the best car to drive in this class, even if space and quality fall just short.

Price from £26,990

Length 467cm

Width 185cm

Height 142cm

Boot 455 litres



Mercedes-Benz C-Class ★★★★★

One of the best cabins for quality, but driving dynamics and refinement let it down.

Price from £27,655

Length 469cm

Width 181cm

Height 144cm

Boot 480 litres



Little wind and road noise, while the engine makes noises you want to hear

six-cylinder model is happy to turn in sharply when asked, which bodes very well indeed for the lighter, smaller-engined models.

The steering, while no quicker, feels a touch more responsive off centre too. Sport mode adds too much weight out of lower speed corners for us, but get up to speed and things improve. Comfort mode strikes the best balance between weight, precision and feedback across all speeds.

More kit, improved cabin quality

The interior changes are subtle, so it's not a whole lot different from what went before. There's enough room for a couple of tall adults to sit in the front seats comfortably and a generous amount of steering wheel seat adjustment for fine-tuning your favoured driving position.

In the back seats, tall adults will find their knees touching the backs of the front seats, especially if two adults sit in front. Three abreast is also a squeeze, but headroom for two is good. That said, the BMW is better than the Audi A3 Saloon and Jaguar XE in this respect.

Accessing any saloon's boot is never as easy as a hatchback's, but the 3 Series' is one of the easier to slot large suitcases into. In the overall space race, the 3 Series comes up trumps, too, beating the A3 Saloon and XE and tying with Mercedes' C-Class. It's also a usefully consistent shape, but it's disappointing that folding rear seats are optional, even if they do leave a flat floor once down.

One criticism we've levelled at the 3 Series in the past is cabin quality. Against its executive rivals some of its switchgear and dash plastics have looked and felt a little cheap. New door trims, piano-black dashboard accents and a soft-touch cupholder sliding cover improve things in this new model, but the switchgear remains.

The 3 Series' dash layout, however, is still to be commended. The climate control buttons are logically arranged, while our car's optional Professional iDrive system

NEW AUTOMATIC GEARBOX

The new BMW 3 Series can be chosen with either a standard six-speed manual gearbox or new optional eight-speed automatic transmission. BMW is marketing its automatic as 'new', but in reality, like the 3 Series itself, it's more of an evolutionary facelift rather than an all-new piece of engineering.

It has wider spacing between its gears than previously, and BMW has managed to reduce the slip during gearchanges. All this helps increase fuel economy and decrease CO₂ emissions.

Work has also gone into improving damping, helping make changes smoother, while the driver now has more control, because selecting Sport+ mode allows for sharper multiple downshift than it did before.

When you're more interested in cruising and saving fuel, the new coasting function, which decouples the engine and gearbox, allows the engine to tick over in neutral at a cruise and save fuel. It kicks in as soon as you lift your foot off the throttle at higher speeds and the engine and gearbox are linked again as soon as you begin accelerating.

In addition, BMW's Predictive Gearshift technology uses the sat-nav system to read the road ahead and make sure it has pre-selected the right gear.

'Inside, the new trims, accents and soft-touch materials all feel better'



TOUCHY-FEELY

All the bits you touch and interact with have been given a classier feel

OLD'S COOL

Simple old-style analogue dials are clear and easy to read in an instant

SCREEN TEST

Large central screen contains all vital info and display is crystal clear

IDRIVE

BMW infotainment system is still quick and simple to understand

still can't be beaten in the ever-improving world of car infotainment systems. It has a crisp, colourful screen, a pleasingly simple scroll-through menu arrangement and the rotary controller between the front seats is intuitive and flanked by useful menu shortcut buttons.

There's now even more equipment in every 3 Series than before, with each model getting at least 17in alloy wheels, climate control, iDrive with sat-nav, cruise control, Bluetooth, DAB radio, automatic headlights and wipers and tyre-pressure monitoring.

bigger-selling models such as the 320d Efficient Dynamics Plus and the new three-cylinder 318i in September will determine whether it's a range that has moved on enough to deserve it.

The 340i isn't our pick of the range, then, even if its CO₂ emissions of just 159g/km should be admired. One thing's for sure, if you're lucky enough to be choosing from a list of performance saloons, the breadth of the 340i's capabilities will be hard to ignore.



Rory White
Rory.White@haymarket.com



Visual clues to facelift are minor, consisting of revised lights and bumpers

Should I buy one?

It's too early to tell if the 3 Series has retaken its crown as the executive handling-benchmark from the Jaguar XE – we need both cars on the same UK road before we can determine that. What's certain is that it's lost none of its ability to thrill, yet offers an even wider range of cornering options to the driver, if wanted, without compromise.

Having driven only the 340i, a model unlikely to find many homes in the UK, we're hesitant to hand back the 3 Series range our highest five-star rating either. Drives of the

BUYER'S FILE

Engine size	3.0 T
Price	£38,125
Power	322bhp
Torque	332lb ft
0-62mph	5.1sec
Top speed	155mph
Economy	41.5mpg
CO₂ g/km/tax	159g/km/26%
Insurance group	36
Airbags	6
Doors	4
Seats	5
On sale	Now
Find out more at whatcar.com	

RIVALS

Jaguar XE	
★★★★○	
Price from £26,995	
Drives brilliantly and has the sheer value and strong resale values to succeed	
Mercedes-Benz C-Class	
★★★★○	
Price from £27,270	
Beautiful interior and great cabin space, plus strong residual values	

DS *prefers* **TOTAL**

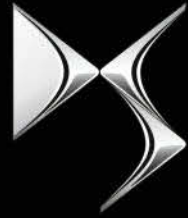
WE KEEP GOING
WHERE OTHERS STOP.

NEW DS 5

FEATURING BLUEHDi 180 EAT6
6-SPEED AUTO, 180hp 64.2mpg 110 g/km CO₂



Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: DS 5 THP 165 S&S 6-Speed manual: Urban 7.7/36.7, Extra Urban 4.9/57.6, Combined 5.9/47.9, 136 g/km CO₂. Lowest: DS 5 Hybrid 200: Urban 3.2/88.3, Extra Urban 4.3/65.7, Combined 3.9/72.4, 103 g/km CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



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Audi A4

First look Audi's all-new compact executive car gets class-leading aerodynamics and efficient new engines **On sale** November **Price from** £25,000 (est)



AUDI IS KNOWN for building desirable cars that excel in their styling and their beautifully executed interiors. The all-new A4 saloon and Avant build on those qualities, while claiming great leaps in fuel efficiency, aerodynamics, refinement and infotainment technology.

It will also feature an extensive array of driver assistance technologies, from blind spot warning to the option of piloted driving. For the latter, Audi's new Adaptive Cruise Control system can take over control of the car's steering in heavy, straight-line, motorway traffic at speeds up to 40mph.

Another option will be Predictive Assist, which uses data from the navigation system and the cruise control to identify changing road conditions ahead, enabling the A4 to freewheel, which Audi claims could reduce fuel consumption by as much as 10%.

Lighter and more aerodynamic

Under the skin, the A4 is brand new. It's bigger than the old car (the saloon is 25mm longer and 16mm wider) but up to 120kg lighter.

As part of the weight-saving measures, the car also gets a new five-link front and rear suspension, and a new electro-mechanical steering system. Audi claims the

'The all-new A4 is bigger than the old car but, thanks to its weight-saving measures, up to 120kg lighter'

A4's handling is improved, and that the new chassis is both more entertaining and better at filtering out vibrations from the road.

Perhaps one of the biggest technical breakthroughs is the A4's aerodynamic performance. Audi claims a low drag rating for both the saloon and the Avant, which means both cars should be more efficient.

Class-leading interior

Inside the design is subtle and of high quality, and the fit and finish of the plastics is class-leading. The cabin is noticeably roomier than the old car, thanks to a 23mm increase in the wheelbase.

The headlights use fibre optic lighting for the daylight running lights and xenon main lights are



The A4's body is evolutionary in looks but aerodynamically very efficient

standard issue. LED and LED Matrix lights are available as an option.

Frugal petrols and diesels

There will be three turbocharged petrol engines and four turbodiesel engines on offer when the A4 goes on sale, and Audi says the new engine line-up will, on average, drop the fuel consumption by 21%, while average power will go up by 25%.

The most innovative new motor is the 2.0 TFSI unit used by Audi's first petrol powered super-frugal 'Ultra' model. This engine produces 188bhp and allows the A4 to reach 62mph in just 7.3 seconds, but, when hooked up to the new S-Tronic dual-clutch transmission, has CO₂ emissions of just 109g/km.

The 2.0 TDI diesel engine will power what's expected to be the best-selling model. This will come in two versions, one developing 147bhp and the other 188bhp. When mated with a six-speed manual gearbox, the lower powered version is rated at just 95g/km of CO₂ for the saloon and 99g/km for the Avant. With the dual-clutch transmission the figure rises to 99g/km for the saloon.

There are three transmissions on offer: a new, lightweight, six-speed manual and a new S-Tronic seven-speed dual-clutch unit. At the top of the range there is a new eight-speed automatic, only to be offered on the high-powered 3.0 TDI V6 diesel engine.

As you'd expect, as well as the standard front-wheel drive layout, Audi will be offering the permanent all-wheel drive Quattro transmission.

Competitive running costs

There are no details yet on the prices and trims for the UK-bound A4. However, keyless-go, xenon lights, Bluetooth and a 7.0in MMI colour display will be standard.

It's clear that the A4 will be on the leading edge in terms of CO₂ emissions and, if the static appeal and technical specifications are anything to go by, resale values, and therefore leasing costs, will also be highly competitive.

If the A4 delivers on its promise of impressive ride and refinement, then the extra tech (such as the ability to self-drive in heavy motorway traffic) and modern infotainment system (such as the excellent large screen) could also appeal to people who might want to downsize from larger executive cars.



MATERIALS Interior design is subtle but the quality is first class

DRIVING POSITION More head- and shoulder room in larger cabin

TOUCHSCREEN New MMI controls the optional 12.3in digital panel



Stretched wheelbase means an increase in rear leg room



A new and more efficient dual-clutch gearbox is an option



High quality feel to the controls, and beautiful finish too



Avant has 1510 litres of boot space with rear seats folded

BUYER'S FILE

	2.0	2.0 D
Engine size	tbc	tbc
Price from	tbc	tbc
Power	188bhp	147bhp
Torque	tbc	tbc
0-62mph	7.3sec	8.7sec
Top speed	tbc	tbc
Economy	tbc	tbc
CO ₂ /km/tax	109g/km/16%	95g/km/17%
Insurance groups	tbc	tbc
Airbags	tbc	tbc
Doors	4	4
Seats	5	5
On sale	November	


Find out more at whatcar.com

RIVALS

BMW
320d Efficient Dynamics
★★★★☆
Price £29,475

Mercedes-Benz
C200 Bluetec SE
★★★★☆
Price £28,985



 **Hilton Holloway**
Hilton.Holloway@haymarket.com

Alfa Romeo Giulia

First look New exec could well have the makings of a company car contender
On sale Autumn **Price from** £27,000 (est)



THE ALFA ROMEO Giulia is a brand new BMW 3 Series rival that marks a complete relaunch of the iconic Italian car maker.

The Giulia has been six years in the making as a replacement to the 159, and is the first of eight models that Alfa will launch over the next three years. It will go on sale later this year ahead of customer deliveries beginning in early 2016.

Powerful statement

Alfa has so far confirmed only one model, the range-topping Quadrifoglio Verde. A new Ferrari-developed twin-turbocharged 3.0-litre V6 engine that produces 503bhp powers this rear-wheel drive model. It is hooked up to a six-speed manual gearbox, and has a 0-62mph time of 3.9sec.

This high-tech, lightweight engine includes electronically controlled cylinder deactivation technology that will mean it uses less fuel under more gentle

acceleration. Alfa says that as a result of this technology, and the engine's relatively light weight, this powerful engine will actually be very efficient.

Another all-new engine in the Giulia range will be a turbocharged 1.7-litre four-cylinder unit with a power output of as much as 300bhp in its highest state of tune.

‘Despite the power of the engine, it will also be very efficient’

This engine is understood to be a replacement for the current 1.7-litre engine that is used in the 4C sports car and Giulietta family hatch.

Alfa has previously indicated that the engine range of the Giulia will include four- and six-cylinder diesels in addition to the four- and six-cylinder petrol engines. A six-speed manual gearbox is likely

to be standard across the line-up, with a six-speed dual-clutch automatic gearbox optional. The Giulia is rear-wheel drive as standard and has all-wheel drive will be optional in some markets, although it is not known if the UK will be one of them.

Certainly the Giulia will enter the UK market in a fiercely contested



Alfa's claim that the long wheelbase gives good rear leg room appears true

segment, one that includes the 3 Series, Jaguar XE, Mercedes-Benz C-Class and soon the all-new version of the Audi A4.

Space as well as style

Alfa has not confirmed the exact dimensions of the Giulia, although the company says it will have the segment's longest wheelbase but one of the shortest overall lengths. This should help rear cabin space, an early inspection of which from the outside of the car seemed to provide impressive rear legroom.

The high-performance Giulia Quadrifoglio Verde's weight is also not known, although it is believed to weigh around 1500kg, some 80kg less than the BMW M3.

That light weight is in part due to some of the materials used in the Giulia's construction. Aluminium, carbonfibre and plastic composites are all used and combine to give the Giulia what Alfa claims to be the stiffest body in the class, which should improve the handling.

The suspension systems are also new, including a double wishbone set-up at the front and a multi-link one at the rear. Alfa is also claiming a steering system that offers the most direct feel in the class.

Style as well as space

It also claims to have designed the interior with a focus on the driver, in keeping with the car's sporty brief. Materials such as carbonfibre and real wood feature inside.

There is a small steering wheel, and the main interior controls are all done through two knobs on the centre console. One is for the new infotainment system, meaning there is no touchscreen, and the other is for the driving mode selector system called DNA, which also features on the Mito, Giulietta and 4C. DNA stands for Dynamic, Normal and Advanced Efficient, and allows the driver to alter the throttle response, dampers, ESP and steering weight.

Alfa Romeo has yet to confirm specifications or equipment for the Giulia, which also heralds the introduction of a new Alfa Romeo logo. Confirmed kit relates to the car's dynamics, including an Integrated Brake System that offers what Alfa claims are "record-breaking stopping distances".

Pricing is also yet to be confirmed, but the Giulia's sporty brief closely aligns with that of the Jaguar XE. This means the range could start at around £27,000, rising to around £55,000.



Mark Tisshaw
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Four tailpipes hint at this Giulia's sporting intentions, but Alfa reckons even this hot version won't emit too much CO₂

BUYER'S FILE

Engine size	3.0 T
Price from	£55,000 (est)
Power	503bhp
Torque	tbc
0-62mph	3.9sec
Top speed	tbc
Economy	tbc
CO₂/km/tax	tbc
Insurance groups	tbc
Airbags	tbc
Doors	4
Seats	5
On sale	Autumn

Find out more at whatcar.com

RIVALS

BMW M3
★★★★★
Price £56,595
Outrageously entertaining when you're committed, and easy to live with



Jaguar XE S 3.0
★★★★★
Price £44,870
The Jaguar XE handles and steers brilliantly, and the supercharged V6 is rapid



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MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown – NEW MG6 DTI-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

Mini Clubman

First look The larger and more family-friendly new Clubman loses the oddball door layout
On sale October **Price from** £19,995



'The new Clubman will offer increased storage capacity and cabin room, making it more practical'

It gets the same control layout and electronic handbrake as other models in the range, including the same central infotainment screen with the touch-sensitive iDrive controller mounted within easy reach on the centre console.



Interior blends chic style with useability. It's well kitted



On some versions, remote-controlled tailgate will feature

Plenty of standard kit

Clubman models will come with 16in alloy wheels, satellite navigation, Bluetooth and LED lighting. Cooper S versions get 17in alloy wheels, twin exhausts and sports seats in the front.

Options include Mini's Driving Modes function, which allows drivers to choose from economy or performance-based driving modes via a 'collar' shifter around the base of the gearlever.

The desirability of the Mini brand has been growing in recent years, and it hasn't always been easy to get big discounts from dealers. That said, our Target Price team believe savings of between £600 and £1000 are already available on the latest Mini hatchback, so expect similar deals to be had on the Clubman.



Darren Moss
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THE ALL-NEW MINI Clubman has shaken off the quirky styling of its predecessor to become a more grown-up, practical-looking family car. It will go on sale in the UK on 31 October with prices starting at £19,995.

The largest Mini yet

Destined to be the largest Mini model, the new Clubman's dimensions make it even larger than the old model, and Mini promises more storage capacity and cabin room. That extra practicality is aimed at giving the Clubman broader sales appeal.

Despite its increase in size, this generation of Clubman is only 155kg heavier than the old model in Cooper form, weighing in at 1300kg. Partly, that's down to the car's lightweight platform, which it shares with the BMW 2 Series Active Tourer.

The new Clubman's shape will be familiar to current Mini owners – this model gets the same front-end

design and styling features as the rest of the Mini family.

Diesel leads for the UK

Three engines will be available in the UK. The 2.0-litre Cooper D is expected to be the big seller – it produces 148bhp and can return up to 68.9mpg.

Also available is the Cooper S, which comes with a 189bhp 2.0-litre engine and is capable of reaching 62mph in 9.1 seconds, and the 134bhp Cooper, which can return up to 55.4mpg.

All the Clubman's engines come with a six-speed manual gearbox as standard, but six- and eight-speed automatic transmissions are available as options.

Buyers hoping for more powerful versions won't have to wait long, because a 168bhp SD version is on the way, as well as a John Cooper Works model with 228bhp. A hybrid version of the car, mating a three-cylinder engine with an electric motor, is also expected.

More space inside

The new Clubman now offers more interior space too. Access to the boot is via a pair of barn-style doors, just like the old model, but it now offers 360 litres of boot space – 100 litres more than before. A 60:40 split fold rear seat comes as standard, and, with the rear seats folded away, the available space grows to 1250 litres.

BUYER'S FILE

Engine size	2.0 D
Price	£22,265
Power	148bhp
Torque	243lb ft
0-62mph	8.6sec
Top speed	132mph
Economy	68.9mpg
CO ₂ /km/tax	109g/km/19%
Insurance group	tbc
Airbags	8
Doors	5
Seats	5
On sale	October

Find out more at whatcar.com

RIVALS

Audi
 A1 Sportback
 ★★★★★
 Price
 £20,020



VW
 Golf Estate
 ★★★★★
 Price
 £22,085



Hyundai Tucson

First drive The Tucson name has returned on Hyundai's ix35 small SUV replacement

Verdict Qashqai rival is roomy, well built and drives very well indeed ★★★★★



Interior is brim full of equipment, and is well constructed



New Tucson has been honed in Europe – and it shows

THE HYUNDAI TUCSON is the replacement for the ix35, a Nissan Qashqai rival that was the manufacturer's second best-selling car even on the cusp of its retirement. It'll be slightly more expensive than its predecessor was, although it's slightly larger and better appointed. The Tucson name has been around before (and was actually ditched in favour of the ix35 a few years ago), but virtually everything else about this car is new.

Bigger and better

Outside, the car looks very similar indeed to the company's large SUV, the Santa Fe. It's the same tale inside, too, because it shares that model's superior fit and finish, and almost replicates the spaciousness.

The Tucson is larger than its predecessor, and is almost a match for something the size of the Ford Kuga. It'll rival the practicality of the Nissan Qashqai, too, partly because when the rear seats are

raised the boot is around 100 litres bigger than the Qashqai's.

We tested the car in the European equivalent of range-topping Premium SE trim. This expensive version comes with a huge amount of kit, including a heated steering wheel, ventilated seats, powered bootlid, and self-parking system. Its 8.0in infotainment and satellite-navigation set-up is also claimed

'The driving experience in the Tucson is a good – and possibly class-leading – one'

to be much quicker than the rather sluggish system in the old car.

New engines, wider appeal

Currently, we've driven two of the engine variants – the new 173bhp 1.6-litre turbocharged petrol motor and higher-powered 182bhp 2.0-litre CRDi. These are the only two that aren't carried over from the ix35. Neither will make up the

bulk of Tucson sales – that will fall to the more familiar and economical 1.7-litre and 134bhp 2.0-litre CRDi diesel engines – but they're intended to broaden the Tucson's appeal by offering buyers a wider choice.

The 1.6, which is mated with a new twin-clutch automatic gearbox, is eager and very quiet. As you'd expect, though, its running costs make fairly unappetising reading.

The 2.0-litre diesel is significantly better in this regard, and is also no slouch when combined with a six-speed manual gearbox.

The rest of the Tucson driving experience is a good – and possibly even class-leading – one; it manages to be both crisp to drive and assuredly comfortable. The model was chiefly tuned in Europe, and this shines through in the sympathetic ride quality, brilliant body control and quietly competent handling. The steering isn't necessarily the most accurate or communicative affair, but that's easy to forgive when the Tucson's all-wheel-drive system makes traction so obviously plentiful.

Should I buy one?

While the car is hardly short of rivals, it's clear even from a first look that Hyundai has replaced the ix35 with a model far better equipped to challenge them for class honours.

It goes on sale in the autumn, by which time we'll be able to pass judgement on the more popular engine choices and the more affordable mid-range trim levels.

Even without them, in looks, practicality, quality, comfort and handling, the Tucson is already making a name for itself.



Nic Cackett
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BUYER'S FILE

Engine	2.0 D
Price	£30,845
Power	182bhp
Torque	295lb ft
0-62mph	9.9sec
Top speed	125mph
Economy	47.9mpg
CO ₂ /km/tax	154g/km, 28%
Insurance group	tbc
Airbags	6
Doors	5
Seats	5
On sale	September
Find out more at whatcar.com	

RIVALS

Nissan	
Qashqai 1.6 dCi Tekna	★★★★★
Price	£28,500
Ford Kuga	
2.0 TDCi 180 Titanium	★★★★★
Price	£26,345



Mercedes-Benz GLE

First drive In effect a heavily facelifted Mercedes-Benz ML, complete with new nine-speed automatic gearbox

Verdict Good to drive and be driven in, but looks expensive next to rivals ★★★★★



Vague steering is a let-down, but the GLE is comfortable



Interior feels well put together, but is too complex to use

THE GLE IS Mercedes' latest offering in the big SUV market, and a rival for the BMW X5, Porsche Cayenne and Volvo XC90.

Effectively this is a heavily facelifted version of the old ML, because beneath the new styling lie many mechanical components from the older model.

Smooth progress

Its engines include the familiar 2.2-litre four cylinder and 3.0-litre V6 diesels, as well as a turbocharged 3.0-litre V6 petrol and an electric plug-in hybrid model. There's also a 5.5-litre biturbo petrol AMG sports version. All models have four-wheel drive and automatic gearboxes as standard, including a new nine-speed auto on the diesels.

Of the versions we've driven so far, the smooth and responsive 3.0 V6 350d is the best because it manages to relax and entertain.

The entry-level four-cylinder 250d is fast enough, but it feels coarse at higher revs and more

unrefined than we expect of a near-£50k premium SUV.

The nine-speed automatic in these two diesels feels smooth around town, and, with the engines showing a leisurely 1500rpm at 70mph, cruising is relaxed. However, it can feel lazy, and even jerky, if you ask for a burst of speed.

Softly softly

The GLE is a grippy, stable car that feels quite eager to turn in to corners despite its size, although it's let down by steering that feels just a little vague.

Both of our test cars came on optional £2995 adaptive air suspension, which results in noticeable lean through corners, and a fair bit of nose-dive under braking. The flipside is that it also makes for good ride comfort, cushioning the worst bumps and keeping the GLE feeling composed and comfortable. We'll reserve final judgement until we try a car in the UK on standard suspension.

'The smooth and responsive GLE 350d manages to both relax and entertain'

There's room for two six-footers in comfort in the rear seat, and the 60/40 split seats also fold flat to leave a long load bay right through from the boot. There's no seven-seat option, though.

So the GLE has a lot going for it. It's beautifully finished, reasonably refined and is comfortable.

However, it looks expensive next to some of its rivals. The 250d costs the same as the faster yet equally efficient BMW X5 xDrive30d, and you could have the seven-seat Volvo XC90 D5 for £3000 less.

The GLE 350d also faces tough competition from the X5, which – even in M Sport trim – costs £3k less, yet offers equivalent performance and much lower emissions, as well as the option of seven seats.

Still, next to its other notable rivals – the Porsche Cayenne and Range Rover Sport – the GLE looks well priced. Its opulent spec and laid-back driving experience will win it friends, even if does fall short of the value and handling finesse offered by some of the alternatives.



Vicky Parrott
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Premium feel and comfortable, too

Inside, the dash is dominated by the fixed, high-set colour screen, which features an easy-to-read sat-nav as standard. However, it's confusing to use, despite having a rotary dial, shortcut buttons and a touch-sensitive pad as a means of control.

The materials feel appropriately plush, and the supportive seats are electrically adjustable.

BUYER'S FILE

Engine size	2.2 D
Price from	£49,280
Power	201bhp
Torque	369lb ft
0-62mph	8.6sec
Top speed	132mph
Economy	47.9mpg
CO₂/km/tax	155g/km/29%
Insurance group	40
Airbags	6
Doors	5
Seats	5
On sale	Now

Find out more at whatcar.com

RIVALS

BMW
X5 xDrive30d SE
★★★★★
Price
£48,850



Volvo
XC90 D5 Momentum
★★★★★
Price
£45,750



Honda HR-V

First drive Small SUV is aimed straight at family-oriented rivals such as the Nissan Qashqai

Verdict Feels modern inside, is versatile and drives well, but is hampered by high prices ★★★★★



'The HR-V drives more like a raised hatchback than a full-on SUV. Body control is very good'



HR-V handles well; it's let down by an overly noisy diesel

Touchscreen's icons can be difficult to hit on the move

THE HR-V IS a no-brainer for Honda in this world of urban SUVs. It's aimed at competitors such as the Skoda Yeti, Mazda CX-3 (see triple test on Page 48), and the ever-popular Nissan Qashqai.

Prices look steep, at £17,995 for the entry-level 1.5 petrol, and £19,745 for the 1.6 diesel that we're driving. Mind you, Honda says PCP finance will account for more than 80% of retail sales, which is why it's offering a £500 dealer contribution.

Diesel engine performs well

The HR-V drives more like a raised hatchback than a full-sized SUV. Body control is good, and the steering gives confidence, albeit with little feedback.

Its diesel engine has plenty of punch, and the HR-V accelerates evenly as the revs climb. You do have to keep the revs up, although the gearbox has a nice, light action.

Even under moderate acceleration, however, the diesel engine is noisy. Road noise is also

noticeable, although it's the engine noise that's the real bugbear on longer journeys.

Honda has been keen to keep a sporting feel to the HR-V's driving experience, so the ride is stiffer than in most SUV rivals. The HR-V feels choppy over scruffy surfaces and can deliver the odd harsh thump over mid-corner intrusions. That said, it isn't uncomfortable.

Low-down on the inside

An HR-V doesn't feel nearly as high-set as a Qashqai. It feels closer to a high-set hatchback than a 'proper' 4x4, which is no bad thing – although it means it doesn't offer the benefit of a loftier view down the road like some SUVs.

There's plenty of room up front, too, with height-adjustable seats and an adjustable steering wheel.

It's less of a success in the back. Tall adults could find their heads brushing the roof, particularly in models with a panoramic roof. Between that and the narrowing

window line, there's little of the airy roominess that a Qashqai or Renault Kadjar can offer. Middle passengers also have a firm, raised cushion to sit on, and shoulder room is tight for three across, too.

Still, as with the Civic, the HR-V gets Honda's 'magic seats', which allow you to flip up the rear seat bases to reveal a big loading area. The HR-V has a 470-litre boot

complete with a low load lip, seats that fold flat easily, and the ability to take items of well over two metres in length.

All HR-Vs get alloy wheels, climate control, front and rear parking sensors, digital radio, USB and Bluetooth. SE or SE Navi versions also get the 7.0in colour touchscreen complete with smartphone-linked internet browsing and auto lights and wipers. EX adds leather upholstery and a panoramic sunroof.

There's masses of safety kit, too, including emergency city braking, and, on higher trim levels, traffic-sign recognition and lane-departure warning.

Plenty of potential but too pricey

The HR-V is versatile, it has a modern-looking dash, the confident handling will satisfy plenty of buyers, and the diesel engine offers good performance. It's just a shame that rear passenger headroom is fairly mediocre, refinement in this diesel is poor, and the price makes it look expensive next to some rivals.



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BUYER'S FILE

Engine size	1.5 D
Price	£22,105
Power	118bhp
Torque	221lb ft
0-62mph	10.2sec
Top speed	119mph
Economy	70.6mpg
CO ₂ /km/tax	104g/km/18%
Insurance group	tbc
Airbags	8
Doors	5
Seats	5
On sale	August

Find out more at whatcar.com

RIVALS

Nissan
Qashqai 1.5 dCi Acenta
★★★★★
Price
£21,600

Skoda
Yeti 1.6 TDI SE Greenline
★★★★★
Price
£19,915



Seat Alhambra

First drive Class-leading large MPV receives updates to keep it ahead of rivals

Verdict Still better value than its rivals while remaining practical and good to drive ★★★★★



Interior is simple and well built; equipment level is decent



Vast exterior dimensions translate into family practicality

IT ISN'T EASY being top dog, because everyone else is looking at what you've got and wants a piece of it. That's what it's been like for the Seat Alhambra, our favourite large MPV since the day it appeared. It's been invincible until now, but with a new Ford Galaxy on the scene and the Volkswagen Sharan having been revised, it's time for some tweaks to keep the pack at bay.

Underneath the lightly refreshed styling, which largely consists of a new front grille and LED taillights, lie more powerful 2.0-litre diesel engines. These now produce 148bhp or 182bhp. Both versions meet the strictest Euro 6 emissions regulations and, despite the extra power, have better fuel economy and CO₂ figures than before – great for company car users and private buyers. Seat has also introduced a 148bhp 1.4 petrol engine.

Huge boot and lots of space

It's incredibly spacious and practical. The wide, sliding rear

doors are great for access even in tight spaces and reveal a middle row of seats that will easily take three six-footers.

All three seats slide and recline for added convenience, and on all models you get rear climate controls as standard. Tilt the middle row outer seats forward and you get easy access to the third-row, which will take two more adults.

'The wide, sliding rear doors reveal a middle row that can take three six-footers'

The Alhambra's boot is massive – van-like if you fold all but the two front seats flush to the floor; there's space for several large shopping bags even with all seven seats up.

The infotainment system is faster and can mirror your smartphone's screen. There's also additional safety kit including blind-spot warning and a secondary-collision-avoidance system, plus, for those

that enjoy a pummelling, massage seats are an option, too.

The interior is good, with plenty of steering wheel adjustment and a supportive driver's seat with enough movement to adapt to most sizes. You sit up high, and the large glass area and slim pillars mean visibility is excellent.

The trims have been improved, with pleasing soft-feel plastics on the upper surfaces, and switches that feel like they'll still be working 10 years from now. It's also logically laid out and simple to use.

Easy to drive with a decent ride

The 148bhp diesel has a good slug of mid-range shove that'll serve you well in town or on the motorway.

The standard six-speed manual gearbox has no issues of note. The six-speed dual-clutch auto, on the other hand, is too keen to change down during acceleration, although the rest of the time it changes its gears smoothly enough.

You feel the Alhambra's size when trying to park, but the light steering helps out. On the open road the steering weights up nicely and the Alhambra controls its body well enough to feel surefooted and safe. You'll find it rides nicely too, at least on the adaptive suspension fitted to our test car.

Well priced against rivals

Although the Ford Galaxy is bigger, more fun to drive and its engine is more refined, the equivalent model is £1500 more than this Alhambra 2.0 TDI 150.

So, if you are keeping a tight rein on the family budget, of the two we think the Seat Alhambra is still the better buy – just.



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BUYER'S FILE

Engine size	2.0-litres
Price	£26,775
Power	148bhp
Torque	184lb ft
0-62mph	10.2sec
Top speed	126mph
Economy	56.5mpg
CO ₂ /km/tax	130g/km/24%
Insurance group	18E
Airbags	7
Doors	5
Seats	7
On sale	Now

Find out more at whatcar.com

RIVALS

Ford
Galaxy 2.0
TDCi 150
★★★★★
Price
£28,345
Volkswagen
Sharan 2.0 TDI
140
★★★★★
Price
£26,815



Volkswagen Touran

First drive VW's latest people-carrier has decent cabin space and some great onboard technology

Verdict Not very exciting, but it's a great advert for the sensible approach ★★★★★



Beautifully built interior will easily withstand family life

This 1.6 diesel is no firecracker, but the Touran rides well

THIS IS A good time to be shopping for a seven-seater, because most of the cars in this class have just been revised or replaced. Add to that list the new Volkswagen Touran, which is larger and also has some interesting new comfort and infotainment features.

The Touran uses the same mechanical components as the VW Golf and the Skoda Octavia, but this is the first time it's been put to use in a seven-seater – and it seems well-suited to the application.

The inside story

Inside, while the Touran isn't the roomiest car of its kind, the stretched wheelbase has made improvements to second- and third-row legroom, as well as to access to the third row through the car's long back doors.

The Touran's second-row seats have good head- and legroom, too, and they slide and fold independently, but they're a bit narrow. However, this is still only

a medium-sized seven-seater, and the third-row seats will perfectly suit the kids and young teenagers that they're aimed at.

It is an extremely practical car, though. Its seats are easy to fold down, its boot is big (743 litres in five-seat mode) and it has a handy stowage area for its load bay cover. All five back seats have Isofix child seat anchorages (which is rare).

'It's very practical, and all five back seats have Isofix child seat anchorages'

The car's interior is very solidly constructed and richly appointed, with a classier look and feel than the class norm. Standard kit on our mid-range SE model included a crash-mitigation system, a DAB radio and parking sensors all round.

Options include a three-zone climate-control system with the latest allergen filters, and an 8.0in touchscreen multimedia set-up

with mirroring for both Apple and Android smartphones.

More efficient engines

There are two petrol, and three diesel engines, and on average they are almost 20% more fuel-efficient than the ones they replace. However, it's this 108bhp 1.6-litre TDI that is expected to be the biggest seller, not least because it is claimed to average 64.2mpg. The optional seven-speed twin-clutch automatic gearbox makes the car more economical still, and takes the car down a further company car tax level, into the 20% band.

The Touran covers the basics of the MPV driving experience very well. It's easy to drive, with slick and consistent controls, a supple ride, and predictable and tidy handling.

However, there's little enjoyment to be had, while VW's 1.6-litre TDI engine borders on the downright disappointing. It delivers adequate grunt, but leaves a bit to be desired on responsiveness, smoothness and willingness to rev.

Real-world economy is more promising, though, and we would expect it to regularly better 50mpg.

Should you buy one?

We like this Touran. It might not have the allure of a Citroën Grand C4 Picasso, or the good handling of the Ford S-Max, but it's strong exactly where a family car needs to be strong: on sheer quality, refinement, practicality and on-board technology.

Like the VW Golf, the Touran isn't as generous on standard equipment or simple value-for-money as we'd like – but it's sufficiently classy and well-mannered to justify its price.



Matt Saunders
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BUYER'S FILE

Engine size	1.6 D
Price from	£24,000 (est)
Power	108bhp
Torque	184lb ft
0-62mph	11.9sec
Top speed	116mph
Economy	64.2mpg
CO ₂ /km/tax	116g/km/21%
Insurance group	tbc
Airbags	7
Doors	5
Seats	7
On sale	September
Find out more at whatcar.com	

RIVALS

Ford	
Grand C-Max	
1.6 TDCi	
Titanium	★★★★★
Price	£22,045
Vauxhall	
Zafira Tourer	
1.6 CDTi Tech	
Line	★★★★★
Price	£23,690



Mazda MX-5

First drive Larger-engined version of the classic sports car

Verdict As good to drive as it looks, and represents fine value ★★★★★



'It's the kind of car you can have real fun in without ever breaking the speed limit'



Stylishly designed interior is snug, but never cramped



The 2.0-litre MX-5 is punchy, and well at home on a B-road

AFTER A COUPLE of 'taster' drives abroad in pre-production models, we've finally had a chance to test the all-new Mazda MX-5 on UK roads for the first time.

The new model is, at just 3915mm in length, the shortest it's ever been in its 25-year history, and at 1090kg (including the driver) in base form it is almost as light as its ever been. Making it more compact and light should not only make it more fun to drive, but also more economical.

Simply driven

Mazda offers two four-cylinder petrol engines, a 1.5-litre entry-level unit and the 2.0-litre range-topper we're testing here.

Our 2.0-litre car has 158bhp, and cracks 0-62mph in 7.3sec. It returns an impressive 40.9mpg. The 1.5 can see off 0-62mph in 8.3sec, and return an average of 47.1mpg. Both get a six-speed manual gearbox; an automatic will arrive in due course.

The 2.0 engine is one that needs to be revved to access the power, as

it doesn't have the low-down grunt that some of the modern turbocharged engines offer. The same is true of the 1.5-litre version of the car.

While the MX-5 may not be as quick off the line as turbocharged rivals such as the Audi TT and Mini Roadster, the driving experience is a sweeter and more progressive one. It's the kind of car you can have fun in without breaking the speed limit, and the performance on offer is perfect for British roads. The gearshift is also slick and precise.

At town speeds the MX-5 is genuinely nippy, and overtaking is a doddle on faster A-roads.

Our test car came in the range-topping Sport Nav trim that includes a sportier suspension set-up. The MX-5 rides extremely well though, with bumps in the road being absorbed by the car rather than passed on to the occupants to endure.

The electrically assisted steering system of the new MX-5 is sweet

and precise, and makes cornering a real pleasure. The car can be accurately placed into corners, and the system offers good feel and feedback.

Sweet inside, too

This new MX-5 might be smaller than the model it replaces, but some clever design tricks and impressive visibility mean that the

interior never feels claustrophobic. The cabin is also stylishly designed, and made from materials that look and feel high quality.

The 130-litre boot is 20 litres smaller than the previous car's, but it is a more useable space. The roof can easily be removed or raised with just one hand.

Refinement is good rather than great on the motorway, but put down the roof and you can still have a conversation with your passenger without shouting.

The £19,245 SE-L trim is the best all-rounder, because it comes with a DAB radio, Bluetooth, climate control and a 7.0in touchscreen infotainment system. Navigation is a £600 option. All 2.0 models get the sportier suspension system.

The new MX-5 offers a fine driving experience, then. When you also throw in its affordable pricing, those likely low running costs from Mazda's typically impressive real-world fuel economy, and its fine looks, it certainly makes it one of the most compelling cars in its class.



Mark Tisshaw
Mark.Tisshaw@haymarket.com

BUYER'S FILE

Engine size	2.0
Price (from)	£20,095
Power	158bhp
Torque	147lb ft
0-62mph	7.3sec
Top speed	133mph
Economy	40.9mpg
CO₂/km/tax	161g/km, 27%
Insurance group	tbc
Airbags	4
Doors	2
Seats	2
On sale	Now

Find out more at whatcar.com

RIVALS

Audi
TT Roadster
2.0 TFSI
★★★★★
Price
£32,100

Mini
Roadster
Cooper S
★★★★★
Price
£21,180





Hyundai i10 Premium 1.0

0% APR
Representative

£69 per month
£4,359 deposit.
£5,175 optional final payment.

and your world at your fingertips. We make it possible.



Award-winning, stylish and great fun to drive, the i10 Premium comes with lots of impressive features too. Such as alloy wheels, air conditioning and steering wheel controls for your phone and audio. Remarkably, all this and more is possible for just £69 per month. Find out more at hyundai.co.uk

Personal Contract Purchase. 25 month term. 10,000 miles p.a. Minimum 30% deposit required.



NEW THINKING.
NEW POSSIBILITIES.



Fuel consumption in MPG (l/100km) for i10 range: Urban 35.3 (8.0) – 55.4 (5.1), Extra Urban 55.4 (5.1) – 76.3 (3.7), Combined 45.6 (6.2) – 65.7 (4.3), CO₂ Emissions 142 – 98 g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. Offer available on Hyundai i10 between 1st July and 30th September 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. 18s and over. Guarantee/Indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: i10 Premium 1.0 at £11,190 OTR including Sleek Silver metallic paint at £515. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

Toyota Auris

First drive Revised Auris has a mild facelift, with suspension upgrades and a smarter interior

Verdict New 1.2-litre engine is the pick of the range, but it's too pricey next to its rivals ★★★★★



confidence-inspiring weight around corners, even if it feels a little vague when you're on a straight road.

Visibility limited and space tight

There's a decent driving position, with comfortable seats that have plenty of adjustment, though the steering wheel could do with more height and reach adjustment.

Visibility is average rather than great. Thick windscreen pillars get in the way of your view forwards and the rear pillars limit the view over your shoulder.

The majority of the cabin's upper surfaces are finished in soft-touch materials that feel good, but the overall effect is still rather drab.

At the centre of the dash is the new 7in Touch 2 infotainment screen, which is large and clear but sometimes sluggish.

In the rear, space is tight by class standards. Leg room is the main issue, but head room is limited, especially so with the panoramic glass roof fitted. The boot isn't as big as its rivals', but does come with a false floor for additional storage.

Good but pricey

Business users will still find the tax breaks available for the Hybrid tempting, and private buyers will like the Auris's five-year warranty, which, combined with Toyota's acclaimed reliability record, will certainly offer owners great peace of mind.

In general terms the 1.2-litre petrol engine offers the best combination of refinement, performance and running costs, although it does look pricey next to its rivals.



John Howell
John.Howell@haymarket.com



Rear headroom is limited by the optional panoramic roof



Auris gets a mild makeover with new bumpers and lights

THIS IS THE facelifted version of the Toyota Auris, a car we've always found capable but not outstanding.

Recognising this, Toyota has made a number of revisions to the car. Outside you'll find restyled front and rear bumpers and a new front grille which extends into new headlights with LED daytime running lights.

The suspension and steering have been upgraded and there's extra soundproofing. The interior also receives an upgrade in quality plus a new 7.0in touchscreen.

All the engines now meet Euro 6 emissions targets and the line-up has been expanded with a new 1.2-litre turbo petrol and a 1.6-litre diesel. The previous 1.3-litre petrol, 1.4-litre diesel and 1.8-litre petrol-electric hybrid continue as before.

New petrol engine is smooth

If you're a company car user, the Hybrid is now even cheaper in terms of benefit-in-kind (BIK) tax, thanks to CO₂ emissions of just 79g/

km. If you mainly drive in town it makes sense, using its electric motor to give decent fuel economy and quiet progress. However, it's less successful out of the city. Try to overtake and the CVT gearbox sends the engine spinning up to high revs.

All of which would seem to make the new 1.6-litre diesel engine better suited to those that cover lots of miles on faster roads. However,

although it has adequate power, by 3000rpm it sounds boomy and sends vibrations through the wheel.

The 1.2-litre turbocharged petrol is the best all-rounder. It has good muscle so works in town and on the motorway, and it's smooth, too.

Toyota's fettling with the Auris's suspension and steering has made the car ride better, albeit with more body roll. The steering has more

'With CO₂ emissions of just 79g/km, the Hybrid makes sense, but only if you mostly drive in town'

BUYER'S FILE

Engine size	1.2 T
Price	£18,295
Power	114bhp
Torque	136lb ft
0-62mph	10.1sec
Top speed	124mph
Economy	58.9mpg
CO₂/km/tax	112g/km/17%
Insurance group	tbc
Airbags	tbc
Doors	5
Seats	5
On sale	Now

Find out more at whatcar.com

RIVALS

Seat Leon	1.2 TSI
	110 SE
	★★★★★
Price	£17,235
Nissan Pulsar 1.2 115	Acenta
	★★★★★
Price	£17,645



NEW PEUGEOT 208 RE-ENERGISED



New Peugeot 208 Allure with introductory offer:*
Active City Brake | Satellite Navigation | Reversing Camera

PureTech

PEUGEOT RECOMMENDS TOTAL

Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the New 208 Range are: Urban
MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2
This offer is in addition to any other consumer offers available at the current time on New 208 Allure models and is available on orders placed 1st June – 30th September 2015. No cash alternative is available. Contact your local Peugeot Dealer to

NEW PEUGEOT 208

MOTION & EMOTION



40.4–78.5 (7.0–3.6), Extra Urban 61.4–104.6 (4.6–2.7), Combined 52.3–94.2 (5.4–3.0) and CO₂ 125–79 (g/km).

PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Glass Roof and Mental White exterior personalisation pack at £15,940. *This offer is applicable to retail sales only and not on fleet or business purchases, redeem this offer. Prices and information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions. Peugeot Motor Company PLC reserve the right to withdraw or amend this offer at any time.



PEUGEOT

Reader test team

BMW 3 Series

BMW's compact executive saloon has long been the class leader, but can this new facelifted version keep it at the top? Our readers give us their opinion



'The quality of the new interior is fantastic'

Roy Crole

'The styling changes are subtle but sharp'

James Clews

THE COMPACT EXECUTIVE class is one of the most competitive. The Jaguar XE has arrived to much fanfare, an all-new Mercedes-Benz C-Class was launched not long ago and the Audi A3 Saloon is a great car at a great price. There's also a brand new Audi A4 and Alfa Romeo Giulia soon to go on sale as well.

With such strong competition, BMW has facelifted its popular 3 Series, with the aim of making it more refined and efficient. Can these revisions keep the 3 Series at the front of the pack? We invited some What Car? readers along to an exclusive preview to find out.

If you'd like to be part of a future reader test team, or have a question about a specific upcoming car, email us at readertestteam@whatcar.com with your details.

PETER CARTWRIGHT

Age 71

Job Retired IT manager

Drives BMW 3 Series

'At a glance, it would take a real expert to tell the difference between the revised model and the outgoing car. The changes to the exterior are much less significant than the previous revisions and there are not many changes to the interior either. It's actually quite reassuring for me as an owner of the previous model.

'It's a case of "If it ain't broke, don't fix it". My car is comfortable and surprisingly spacious. I'm 6ft 4in tall and people can still sit behind me without too many complaints, so for the facelift why mess with the formula? I would recommend choosing the optional

Peter likes that the new 3 Series has the same amount of space as the outgoing model

folding rear seats, though, just to make it that bit more practical.

'It's great that all models come with sat-nav. BMW's infotainment system is one of the best.

'It's still better than all the rivals and I would certainly consider buying a facelifted model. I'd go for



one of the smaller petrol engines in Sport trim to get the excellent front seats.

'The only thing that might put people off is that it's not that different from the old car, but that doesn't bother me at all.'

★★★★★

COLIN WRIGHTSON

Age 42

Job Senior consultant engineer

Drives Jaguar XF

'At the moment I drive a Jaguar XF so what really stands out for me about the BMW 3 Series is the fantastic iDrive system. It's leagues ahead of the Jaguar's infotainment system. I also had a test drive of the new Jaguar XE and have to say that the BMW still beats it when it comes to the infotainment system and also the fit and finish of the interior, which is fantastic.

'Jaguar has also moved the touchscreen lower down the centre console, which makes it distracting when you're using the system on the road. In the BMW it's more in the driver's line of sight.

Colin praises the infotainment system but isn't convinced about the styling tweaks

'However, the facelifted 3 Series doesn't look that much different from the older car.

'I know BMW have to play it safe but I think they might have been too cautious. When you look at it from the side, it doesn't stand out at all.

'On the plus side, I'm pleased that they are keeping the 3.0-litre diesel engine. I do like cars with larger engines although I should probably be considering one of the four-cylinder options.'

★★★★☆



JAMES CLEWS

Age 27

Job Sales manager

Drives Audi A3

'BMW has worked hard to make the facelifted 3 Series even more tempting for company car buyers. It's impressive that they've managed to improve the fuel economy and lower CO₂ emissions as well as improving the entry-level specification to include sat-nav.

'The exterior styling changes are subtle but have done a good job of sharpening the car's looks. It could be a little more different but because it's not a car that sells itself on how it looks I don't think it's a big issue.

'However, I do like the changes they have made inside. The old car had such a drab interior, so I'm

James likes the improved efficiency and the understated exterior styling

pleased that they've added some chrome to lift it.

'For me, though, the Mercedes-Benz C-Class and Jaguar XE both beat the facelifted 3 Series on the style front, particularly the XE, which has a phenomenal interior. However, I don't believe that either rival can

compete with the 3 Series when it comes to build quality.

'In fact, there's nothing I do not like about the car, particularly the interior; it's retained the feeling that everything is focused on the driver, which is what sets it apart.'

★★★★★



ROY CROLE

Age 50

Job University lecturer

Drives BMW 1 Series

'The facelift might not be that noticeable but I don't think that's important. What matters to me is that I like what I see. The new LED lights at the front and the rear are excellent and I like the changes to the bumper and the extra bits of chrome, both inside and out.

'The 3 Series is comfortable and spacious and I can't imagine there would be many complaints from passengers. I also think the boot [space] is pretty good although I was slightly concerned that some of the trim looked and felt a bit wobbly.

'Compared with its key rivals, the 3 Series is much more impressive in

Roy admires the new LED lights but thinks the boot trim could be of better quality

terms of engine performance and CO₂ emissions. BMW has worked hard on improving fuel efficiency and that is very tempting.

'Overall, I think the changes to the 3 Series have made it a more attractive proposition. The exterior styling has been tightened up

and the quality of the interior is fantastic; miles ahead of the competition. I'd definitely look at buying one when it's time to change the 1 Series and could be tempted by the new 340d.'

★★★★★



Lower CO₂ emissions won approval; new styling divided opinion, however



Got a car-related problem you can't resolve? Get in touch with Matthew Burrow at **Helpdesk@whatcar.com** with your name, contact information, details of the problem plus photos, and we'll try to help



Skoda says it can't update the infotainment system in Delawar's new Fabia

Not so smart issue for new Fabia owner

Skoda Fabia MirrorLink query

I've just taken delivery of my new Skoda Fabia and am disappointed to discover that it doesn't have Skoda's new infotainment system. This is called SmartLink and includes support for Apple CarPlay, Android Auto and MirrorLink.

I contacted Skoda and was told that any Fabia built before the last week of May 2015 gets MirrorLink but not the new SmartLink system. They also told me that there is no way to upgrade the system in my car. Is that true? I ordered the car in early April; should the dealer have told me of this upcoming change in specification?
Delawar Hussain

What Car? says

Unfortunately, Delawar, it is true that the new SmartLink system cannot be retrofitted to your car. In fact, we have the same issue in our long-term test Fabia, which you can read about on page 73.

We got in touch with Skoda who confirmed: 'The MirrorLink system

in the Fabia cannot be updated from that installed when the car was built. Phone technology and compatibility evolves, yet both the hardware and software in the car will remain as it was built.

'Fabia models built from week commencing 25th June 2015, are equipped with SmartLink - a more evolved system that enhances

'If the dealership knew the system was going to be changed they should have told you'



Honda CR-V power steering fault

In March 2014, I bought a new Honda CR-V 1.6 i-DTEC. Since then I've done about 16,000 miles in it. From around November 2014 onwards it has been back and forth to the dealership because of an intermittent failure of the power steering.

The system can fail at any time and at any speed but it most frequently occurs at lower speeds when braking and cornering. On occasion the dashboard warning light will illuminate but not always. It's pretty scary and very infuriating.

The dealership has been in touch with Honda UK and has replaced the power steering sensor, which they thought had fixed the problem. It had not. I set off on a long trip and the power steering went again. Honda has now changed the battery to see if that makes a difference. I'm not sure what impact a battery change would have on the power steering.

I'm concerned that nobody knows what is wrong with my car and so don't know if it is safe to drive or not. What can I do?

Peter Willis

What Car? says

Intermittent faults are frustrating at best, but when they affect something as crucial as the steering, all of an owner's confidence in a car can be lost.

Find a safe area where you and one of the dealership's technicians can test the car to see if the fault can be replicated. If they see the fault first hand, it could help with the diagnosis.

Then, we would suggest you speak to Honda customer services yourself, asking them how they are going to fix the problem. Stay calm and state that you don't feel safe in your CR-V because of the issue. Get them to have their own technicians investigate your car.

It is under warranty and they need to get to the bottom of what is causing this problem. If Honda



Apple and Android links are not available on the MirrorLink system

compatibility to include Apple CarPlay, Android Auto as well as MirrorLink. This cannot be retrofitted to existing Fabias.'

The spokesman also confirmed that they are working with suppliers to come up with a solution that would involve a retrofit sat-nav system. At the moment there is no information on what the system would be or how much it would cost.

Skoda is working on this issue and as such we would recommend that you contact Skoda customer services to see if they can look into your case and keep you up to date.



Honda CR-V's intermittent steering fault needs urgent investigation

isn't willing for its technicians to investigate, we would suggest you contact an independent technician to look over your car. If they find the fault, it should be repaired under warranty. You should also ask Honda to reimburse you for the cost of the inspection as a gesture of goodwill.

Citroën C1 Mirror Screen issue

I bought my new C1 in May. I bought a high-spec Airscape Flair model because I was told by the salesman that I would be able to connect my iPhone to the C1's touchscreen and use it as a satellite-navigation system. I checked with the dealer that my phone would work and went ahead and ordered the car.

When my C1 arrived I discovered that my iPhone is too new to work with the MirrorLink system. Apparently it only works with older phones running old operating systems. I bought an older iPhone but still couldn't get the system to work. It seems that I am left with an infotainment system that doesn't work. Do you know if there is a solution?

James Anderson

What Car? says

Unfortunately the touchscreen infotainment system in the C1 is only compatible with iPhone 4 and 4S models and not those running iOS 8.0 and above.

We contacted Citroën to see if there might be any software updates that could help and got this response: 'We're always looking to review what changes can be made to make as many handsets as possible compatible, but at this moment we can't confirm whether future software updates will be available, and if so what handsets will be compatible.'

So where does that leave you, James? We think it would be worth complaining to the dealership. If the salesman told you that your iPhone would work and it doesn't,



Hyundai admits Alan's Santa Fe has a fault, but it hasn't been able to fix it

'The car has been back to the dealership 14 times, but Hyundai still doesn't know what the problem is.'

it's worth asking for a gesture of goodwill because the infotainment system has been mis-sold to you.

Hyundai Santa Fe gearbox trouble

I need some advice on how to go about rejecting my car.

In May 2014, I bought a new Hyundai Santa Fe. Three months later the car's transmission developed a fault. Since then the car has been back to the dealership on 14 separate occasions and six major components have been changed. Hyundai UK's technical team has inspected the car and agreed that there is an issue but there is still no solution. How would I go about rejecting my car?

Alan Routledge

What Car? says

Alan, it sounds like you have a particularly solid case for rejecting your Santa Fe. This is what you will need to do.

If you purchased the car without any finance, we would suggest sending a letter of rejection to Hyundai UK by recorded post asking for a response within two weeks of receipt.

Then, contact Hyundai customer services on the telephone to inform the company of your actions. If its technical team has found an issue with the car but has failed to come up with a solution, it will be hard for Hyundai to dispute your rejection.

If you used finance to purchase the car, the finance company is actually the owner of the vehicle and will need to reject the car. It could be useful to get a written report from Hyundai of the technical team's findings to show the finance company who will then need to handle the rejection.

Should Hyundai refuse the rejection, you have two options available to you. First, you could demand that the company replaces your faulty vehicle with one of a similar vintage. The second option is speaking to a solicitor to start legal action.



Citroën can't confirm what future handset updates will be available



James was told he would be able to link his iPhone to the C1's touchscreen

Useful contacts

Citizens' Advice Bureau

www.citizensadvice.org.uk

Service and repair standards

www.motorcodes.co.uk

Check a car has a valid MoT test certificate

www.motinfo.gov.uk

Check if a car has outstanding finance

www.whatcar.com/historycheck

Trading standards

www.tradingstandards.gov.uk

Financial Conduct Authority

www.fca.org.uk

Check if a vehicle has been recalled

www.gov.uk/check-if-a-vehicle-has-been-recalled

Check a car's crash safety rating

www.euroncap.com

Your car loan questions answered

www.whatcar.com/car-news/carloanfaqs



HOLIDAYS... MADE EASY

Tesco Bank Car Insurance extends your UK cover to any EU country for a total of 90 days, at no extra cost. Here's how to make the most of driving abroad...

You're all packed, the tank is full and you're ready for some fun in the European sun. Now you just need to get out of the UK. If you're travelling by ferry or via the Channel Tunnel, you'll need to provide Advanced Passenger Information to avoid long check-in procedures. Passport details and information for every passenger is required – check your operator for more details.

Before setting off, check the rules of the road for where you're heading. For example,

in France you must carry a self-test breathalyser, and it's compulsory to carry a warning triangle and a reflective jacket or waistcoat in several countries. For just £30 you can get yourself a Ring Euro Travel Kit from Tesco, which has everything you need, including a warning triangle, high-vis jackets, first-aid kit, GB sticker, breathalyser tests, universal bulb kit and more.

The main adjustment to make is driving on the right. It doesn't take long to get used to it – we promise – but remind yourself every time

you're at a junction. It's also worth changing the beam on your headlights in order to avoid dazzling oncoming traffic (there's a beam converter kit in Tesco's Ring Euro Travel Kit).

Speed limits vary but, in built-up areas, Spain, France, Germany, Portugal and Italy are 50kph (31mph). Motorways range from 120kph (75mph) in Spain to 130kph in France. Many German autobahns still don't have limits, but some cap speeds between 110kph and 130kph – so keep an eye out. And enjoy your trip!

Keeping the kids entertained



1

Travel games

From Guess Who? to Trivial Pursuit and Connect 4, going retro can keep your children engaged for hours.



2

Tablets and smartphones

You might be fed up with hearing That Song from That Film for the billionth time, but your kids aren't. Let them have it.



3

Food

Stock up on snacks. Nothing keeps a child fully occupied like a supply of tempting foody goodness.

Drive to the EU on your UK policy

If you take out a UK policy with Tesco Bank Car Insurance*, they'll extend your UK cover to the EU for up to 90 days within the period of your insurance so long as you're a UK resident. You don't have to pay extra, and it even includes named drivers on your policy. For more information, visit www.tescobank.com/car-insurance

*Monetary levels, excesses and exclusions apply. Tesco Bank Car Insurance is arranged and administered by Tesco Bank and is underwritten by a select range of insurers.



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What's coming when

FAMILY CAR

Vauxhall Astra

(October 2015) The new Astra is the seventh-generation of the big-selling hatchback and is an all-new car, which Vauxhall claims is improved in several key areas. It's shorter and lower than the outgoing car, but despite this it offers more interior space. It has a lot more standard equipment but list prices have been lowered model for model, which reduces the tax payable for company buyers. Prices for the new car start at £15,295.



ALSO COMING SOON

SMALL CARS

Ford Ka (late 2015)

New Ka will be five-door only.

Seat Ibiza (autumn 2015)

Facelifted car gets cleaner engines.

FAMILY CARS

Infiniti Q30 (autumn 2015)

Infiniti's rival to the BMW 1 Series.

Kia Optima (autumn 2015)

All-new Optima goes after Mondeo.

Mini Clubman (late 2015)

Fresh styling and bigger than ever.

Skoda Superb (September 2015)

Even bigger than the outgoing car.

VW Passat GTE (October 2015)

Plug-in hybrid saloon and Estate.

EXECUTIVE CARS

Alfa Giulia (late 2015)

Long-anticipated BMW 3 Series rival.

EXECUTIVE CAR

Jaguar XF

(late 2015) This all-new XF is the larger sibling of the XE. It promises much-improved fuel economy and CO₂ figures. It's shorter than the outgoing car but has a longer wheelbase. It also gets Jaguar's latest infotainment system, InControl Touch Pro. Prices for the Jaguar XF will start at £32,300.



SMALL SUV

Renault Kadjar

(September 2015) Renault's new small SUV shares many components with the Nissan Qashqai. It's slightly larger and comes with a more spacious boot, however. Standard specification includes Bluetooth, DAB digital radio and air-conditioning. Prices for the Kadjar start at £17,995.



Audi A4 (autumn 2015)

Lighter and more efficient.

Volvo S90 (late 2015)

Stylish replacement to the S80.

LUXURY CARS

BMW 7 Series (late 2015)

Overhaul to beat Mercedes S-Class.

MPVS

BMW 2 Series Gran Tourer

(September 2015)

BMW's first seven-seat MPV.

Volkswagen Touran

(November 2015)

Fits between Golf SV and Sharan.

SMALL SUVs

BMW X1 (autumn 2015)

Lighter and roomier than outgoing car; available with front-wheel drive.

Hyundai Tucson (September 2015)

Expect generous levels of kit on ix35 replacement.

Mitsubishi ASX (2016)

New SUV will get plug-in hybrid tech.

Range Rover Evoque

(September 2015)

Light facelift for this big seller.

LARGE SUVs

Audi Q7 (August 2015)

Big seven-seater Audi starts at £50,340.

Ford Edge (late 2015)

Flagship SUV comes to the UK.

Lexus RX (late 2015)

Popular SUV to offer more luxury and comfort than outgoing car.

Mercedes-Benz MLC (late 2015)

Built on the same platform as the GLE, it will rival the BMW X6.

COUPES

Ford Mustang (autumn 2015)

Famous American muscle car arrives with European upgrades.

SPORTS CARS & HOT HATCHES

Audi R8 (early 2016)

Based on Lamborghini Huracán.

Ford Focus RS (late 2015)

Gets a turbocharged 2.3-litre engine producing "more than 316bhp".

Peugeot 308 GTI (September 2015)

Peugeot's rival to the Seat Leon Cupra and Ford Focus ST.

CONVERTIBLES

Mercedes-Benz C-Class Cabriolet

(autumn 2015)

Open-top motoring in comfort.

Range Rover Evoque Convertible

(early 2016)

No direct rival for this soft-top small SUV.

Next month

ON SALE

Thursday, August 20



Mercedes GLC

New BMW X3 and Audi Q5 rival driven and rated by our experts



Seven-seat test

New Ford S-Max fights its rivals



City car shootout

New Vauxhall Viva vs Suzuki Celerio



First drive

Verdict on the new Honda Jazz

Contents subject to change

Triple test

Mixing business with pleasure

Which executive from BMW, Jaguar and Mercedes works on the balance sheet as well as on the road?



BMW 5 Series vs Jaguar XE vs Mercedes-Benz C-Class



THE CONTENDERS



BMW 5 Series

520d SE auto

List price £33,915

Target Price £29,286

Our Executive Car of the Year is great to drive and lavishly equipped. It's efficient, too.

NEW



Jaguar XE

2.0d 180 Prestige auto

List price £33,025

Target Price £31,732

The new kid on the block. The XE is not only great to look at, it also stacks up financially.



Mercedes-Benz C-Class

C300h Sport

List price £37,435

Target Price £33,835

This diesel-electric hybrid version of Merc's best seller is a remarkably affordable company car.

EXECUTIVE SALOONS: THERE are big ones and small ones, but they all aim to do much the same thing. They want to provide you with an upmarket, comfortable and refined way to go about your business.

At the smaller end of the scale is Jaguar's brand new XE, a car that's achingly desirable yet surprisingly affordable to run as a company car.

The XE's most natural rival is the BMW 3 Series, but that car doesn't feature here for two reasons. Firstly, we couldn't get our hands on the facelifted model in time (although you can read about it on page 12). More importantly, though, BMW's larger 5 Series costs about the same as the XE. It also happens to be our Executive Car of the Year.

We also have the Mercedes-Benz C-Class. This diesel-electric hybrid version is undeniably pricey, but its tiny CO₂ output means that it's actually cheaper than its rivals to run as a company car. >>

Photography: John Bradshaw

Triple test

What are they like to drive?

The BMW and Jaguar both have 2.0-litre diesel engines, but the extra power generated by the 5 Series easily offsets its considerable weight penalty.

Meanwhile, the C-Class combines a 27bhp electric motor with a 201bhp 2.1-litre diesel engine, so it's unsurprisingly the nippiest of the trio, delivering punchy acceleration whenever you put your foot down. That said, the Mercedes' two power sources don't always team up seamlessly; there's often an unwelcome shudder when the diesel engine kicks in and the C300h's gearbox can also be a bit erratic in slow-moving traffic.

The Jag's eight-speed automatic 'box is better, if still a little jerky at low speeds, whereas the BMW's eight-speed 'box is silky smooth and has a canny knack of always choosing the right gear for the situation at hand.

If you're looking for sporty handling you'll want the Jaguar. It easily outshines its rivals on twisting roads, turning in to bends more eagerly and staying flatter and more composed throughout. The Jag grips best, too, and has steering that's light, quick and precise without making the car feel nervous at high speeds.

The 5 Series has slower and heavier steering, but you get just as much feedback through the wheel. It can't match the XE for sheer agility, though; it's that little more reluctant to change direction and there's more body movement. Still, it handles more sweetly than the Mercedes, which feels every gramme of its extra heft and has the least grip. The C-Class is also let down by its vague steering.

However, many buyers in this class will be more concerned about ride comfort, and it's here that the BMW has the clear edge. It's that bit more supple than its two rivals, particularly at low speeds but also on the motorway, where it lopes along smoothly. The Jag is firmer but exceptionally well damped, whereas the C-Class is more unsettled at all speeds and can be quite jarring over sharp-edged bumps and potholes.

The 5 Series also sets the standard here for cruising refinement. It has by far the smoothest and quietest engine, and generates the least road noise. The C-Class, meanwhile, has the gruffest engine and suffers from the most wind noise at a steady 70mph. That said, it was the Jaguar that recorded the highest decibel count in our noise tests – mainly due to the sheer amount of road noise it generated.

BMW 5 SERIES

BEST RIDE



Rides smoothly and quietly, and handles very well for its size, too

BEST BOOT



5 Series has the most rear seat space and the biggest boot. You have to pay extra for split-folding rear seats, though



JAGUAR XE



New XE handles brilliantly yet doesn't suffer from an overly firm ride



Has the smallest boot and feels the most cramped in the back, although it'll still seat four adults in reasonable comfort



MERCEDES-BENZ C-CLASS



Merc is the heaviest and feels it through corners. Ride is unsettled



Tape measure says C-Class has the least rear head- and leg room, but in reality it feels more spacious than the Jaguar



BMW 5 Series vs Jaguar XE vs Mercedes-Benz C-Class



Has the most user-friendly heater controls; simply twist dial to adjust temperature

5 Series has the classiest-feeling interior with a plush dash and sturdy buttons

INFOTAINMENT

BMW 5 Series

Gets BMW's entry-level iDrive system with a 6.5in colour screen (you can upgrade to a 10.2in one for £1290). Either way, you get sat-nav, Bluetooth, a DAB radio and a USB socket, along with a wonderfully intuitive interface. Simply twist the rotary dial between the front seats to scroll through the on-screen menus, and press down to select. There are even some handy shortcut keys.



What are they like inside?

You're unlikely to have much trouble finding a comfortable driving position in any of these saloons. All three are spacious up front, have a good range of steering wheel adjustment and part-electric seat adjustment.

However, it's disappointing that only the Mercedes gets adjustable lumbar support as standard – an important feature that allows you to maintain a good posture on long journeys. You can add it to the BMW and Jaguar but it'll cost you £235 and £275 respectively.

Anyone spending upwards of £30k on a premium saloon will expect a certain standard of interior quality and, broadly speaking, they'll get it from all three cars.

However, the BMW's cabin is the most solidly bolted together and the buttons and dials on its dashboard feel the most sturdy and well damped. True, the 5 Series doesn't look as smart or modern inside as the C-Class, but start prodding at the Merc's gloss black centre console and it emits some unseemly creaks and squeaks.

The XE isn't too far off the pace, with plenty of dense, soft-touch materials in all the right places. However, the XE's switchgear does feel a bit lightweight compared with its rivals.

If you plan to ferry around more than one adult on a regular basis the 5 Series is definitely your best bet. A couple of six-footers will fit in the back of all three cars, but they'll enjoy the most space in the BMW and the least in the Jag.

The same goes for the boot. The BMW's is biggest by some margin, while the Jag's is pokiest, and the XE is the only one of the three that struggles to accommodate a large bag of golf clubs. It'll still swallow a sizeable suitcase, mind, and a lot more if you cough up £400 for optional split-folding rear seats. Split-folding seats also cost (£335) extra on the 5 Series, but Mercedes is more generous, throwing them in with the price. >>

'Many buyers in this class want ride comfort, and here the BMW has a clear edge'



BEST DRIVING POSITION

Climate controls aren't the most intuitive we've tried, but are at least well labelled

XE's driving position is tough to fault, other than the fact lumbar support costs extra

Jaguar XE

This hasn't always been Jaguar's strongest area, but the XE gets the company's latest touchscreen system, which is mostly great. It's quick to respond when you press the screen, and the menus are intuitive and easy to navigate your way around. You also gets lots of gadgets, including sat-nav, a DAB radio and a USB socket. The screen isn't especially bright, though, so is tricky to read in sunny conditions.



Merc's cabin looks the part but plastic-covered centre console feels insubstantial

Only one of these cars with adjustable lumbar support. Seats are comfortable

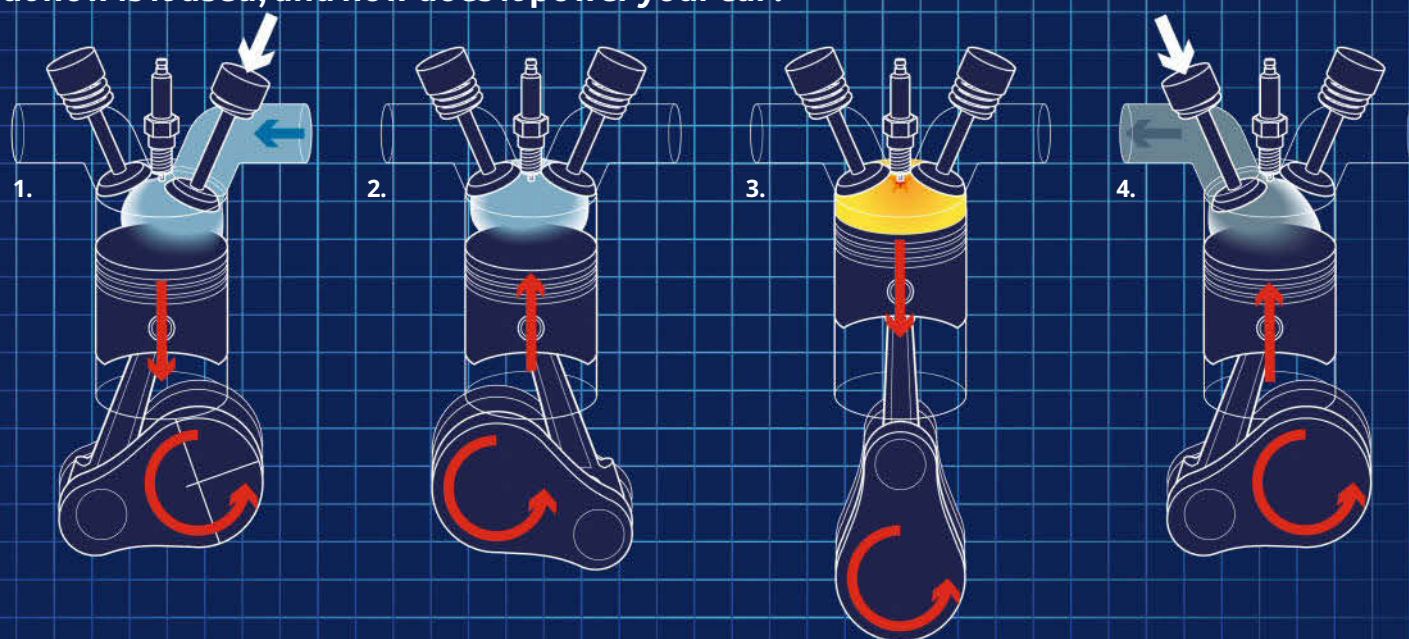
Mercedes-Benz C-Class

Comes with a super-sharp tablet-style 7.0in screen as standard, although our test car was equipped with Merc's 8.4in screen that comes as part of the Premium Plus package (£2795). Even with the basic system, it has sat-nav and a DAB radio, and both systems are controlled using a rotary dial positioned between the front seats, similar to the one in the 5 Series. It's a shame the menus aren't a little more intuitive, though.



HOW YOUR FUEL WORKS

Tesco is the UK's leading provider of petrol and diesel. But how is it used, and how does it power your car?



Cars, vans, lorries, planes and ships. None of these things would be able to move without fuel. They'd just sit there collecting dust, helping no one. So how does petrol make your car get you from A to B? We put on our boffin hat to find out for you.

CONVERTING ENERGY

Put simply, your car is an energy converter. It releases the energy inside the petrol and turns it into mechanical energy, which drives your engine and turns your wheels. How? Petrol is made from hydrocarbons, and when you burn these it turns into energy. This is combustion, when hydrogen and carbon mix with oxygen from the air to create water and carbon dioxide. The energy that kept the molecules together is released as heat.

YOUR ENGINE

Fires can be erratic. Luckily, car engines are designed to maximise the energy created, efficiently burning the fuel in a small, closed area. This makes sure the majority of the energy is captured and turned into mechanical energy.

POWER AND EFFICIENCY

With 41 years in the fuel industry and as the UK's No. 1 fuel retailer, Tesco knows all there is to know about getting your car running efficiently. Its fuel meets all standards and is at least as good as anything else you can buy, plus they add special additives to help your engine run smoothly. These include performance-enhancers and anti-corrosion agents to protect engine components. For more info see: www.tescopfs.com/our-fuels

HOW THE ENGINE WORKS

Here's how a cylinder starts firing (see graphic above)...

- 1 The piston drops down, sucking fuel and air into the cylinder.
- 2 The inlet valve closes and the piston pushes back up to the top of the cylinder, compressing the fuel and air to make it more flammable.
- 3 A spark causes a mini explosion as it ignites the fuel and air, and the piston is pushed to the bottom. The energy created powers the crankshaft.
- 4 The piston pushes back up, the valve opens and exhaust gases are forced out of the exhaust valve.

To find out your car's True MPG, see www.tescopfs.com/my-true-mpg

GUARANTEED QUALITY: FOUR REASONS TO USE TESCO PETROL FILLING STATIONS

Price

We offer competitive fuel prices, our kiosks offer food at main store prices, and you can use Clubcard too.

Quality

We check our fuel against rivals to make sure they're at least as good as anything else you can get at any pump.

Premium

Tesco's premium Momentum99 super-unleaded has a guaranteed minimum octane rating of 99.

Service

Fuel when you need it: many of our Pay At Pump stations are open 24/7, and we accept all major payment cards.

What will they cost?

If you're a private buyer the Mercedes makes little financial sense. Yes, those sub-100g/km CO₂ emissions mean it's the only one of the trio that qualifies for free road tax and it's also by far the most economical in the real world. However, those savings are dwarfed by the C300h's high price and comparatively heavy depreciation. Assuming you buy now and sell after three years, the Jag will cost around £3200 less to own, while the BMW will work out a further £2000 cheaper over the same period.

It's a different story if you're a company car driver, though. Here the Mercedes' low CO₂ emissions really work in its favour because they mean you'll have to sacrifice the smallest amount of your salary in benefit-in-kind (BIK) tax.

Assuming you're a 40% taxpayer, the Jag will set you back £669 more over three years, while the BMW will add a further £200 to that bill.

Meanwhile, anyone planning to lease will spend the least (£391) each month on the XE. Budget an extra £30 a month if you want the BMW, while the Mercedes is the dearest to hire at £434 per month. So, which car will be the most cost-effective depends on how you're buying it.

No matter how that is, though, you'll appreciate how well equipped the Mercedes and BMW are. Both have front and rear parking sensors (the Jag has rear sensors) along with LED headlights in the C-Class and xenons in the 5 Series. That's on top of the part-electric and heated front seats, cruise and climate controls and automatic lights and wipers that all of these cars come with. >>

'Which car will be the most cost-effective depends on how you plan to pay for it'

WHAT WILL IT COST YOU?



BMW 5 Series
Cheapest private buy, but the dearest company car



Jaguar XE
Cheapest to buy, but real-world economy disappoints



Mercedes-Benz C-Class
Tiny CO₂ emissions make this the cheapest company car

CHEAPEST COMPANY CAR

Prices

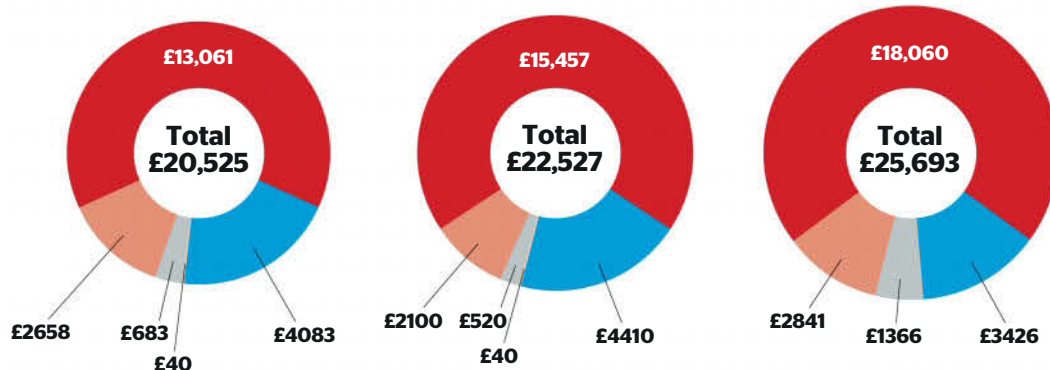
List price	£33,915	£33,025	£37,435
Target Price	£29,286	£31,732	£33,835
Company car tax until April 2016/17/18/19	£214/203/£226/£248 per month	£209/£198/£220/£242 per month	£162/£187/£212/£237 per month
Contract hire (per month)	£421	£391	£434

Resale value (by year)

1	£24,049 71%	£24,102 73%	£23,401 63%
2	£19,776 58%	£19,798 60%	£19,249 51%
3	£16,225 48%	£16,275 49%	£15,775 42%
4	£13,851 41%	£13,900 42%	£13,499 36%

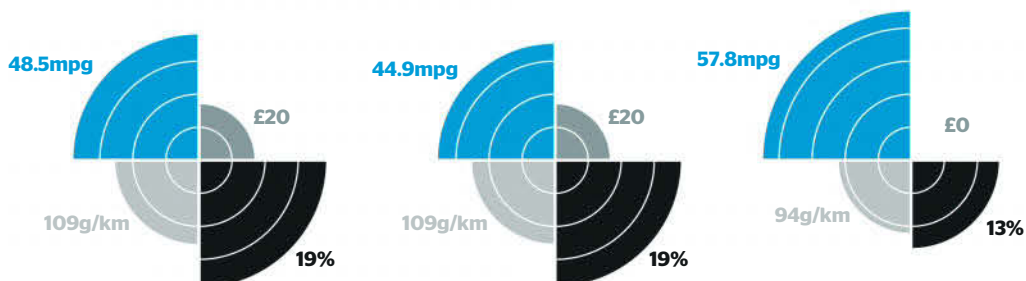
Three-year cost

■ Depreciation ■ Insurance ■ Servicing ■ Road tax ■ True MPG



Emissions and economy

■ True MPG ■ VED from second year ■ CO₂ ■ 2015-'16 tax liability



EQUIPMENT

	Alloys	Colour screen size	DAB/USB/Bluetooth	Air-con/climate control	Multi-function steering wheel	Leather upholstery	Sat-nav	Cruise control	Keyless start	Front/rear parking sensors	Metallic paint	Heated seats
BMW 5 Series	17in	6.5in	✓/✓/✓	✓/✓	✓	✓	✓	✓	✓	✓/✓	£675	✓
Jaguar XE	17in	8.0in	✓/✓/✓	✓/✓	✓	✓	✓	✓	✓	£530/✓	£620	✓
Merc C-Class	17in	7.0in	✓/✓/✓	✓/✓	✓	✓*	✓	✓	£1595+	✓/✓	£645	✓

*Artico man-made leather + Part of Premium Package (£1595)

Triple test

STATS, SPECS AND RATINGS

BMW 5 Series

520d SE auto

List price £33,915 **Target Price** £29,286

Jaguar XE

2.0d 180 Prestige auto

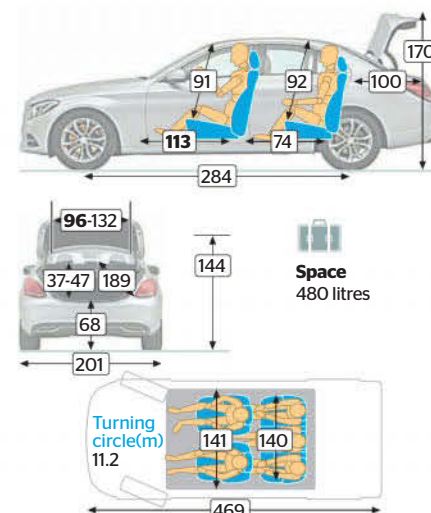
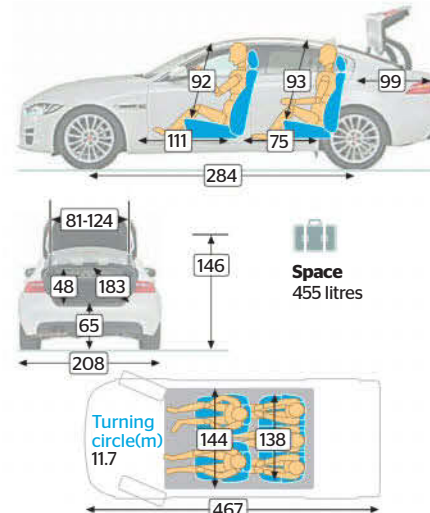
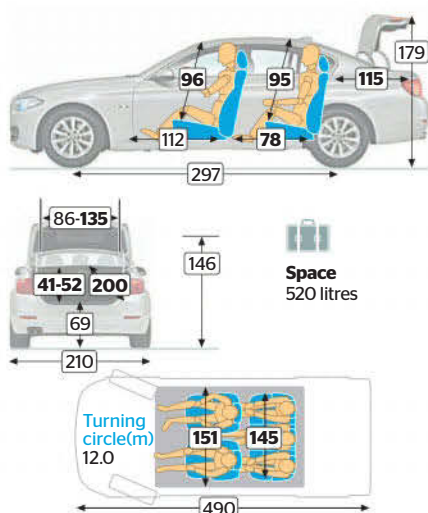
List price £33,025 **Target Price** £31,732

Mercedes-Benz C-Class

C300h Sport

List price £37,435 **Target Price** £33,835

Measurements Internal figures in **bold** are best in test. Dimensions in cm



Economy

True MPG 48.5mpg
Average (Govt) 68.9mpg
Tank 70 litres
Emissions 109g/km, Euro 6

True MPG 44.9mpg
Average (Govt) 67.3mpg
Tank 56 litres
Emissions 109g/km, Euro 6

True MPG 57.8mpg
Average (Govt) 78.5mpg
Tank 50 litres
Emissions 94g/km, Euro 6

Safety

Euro NCAP crash rating 95% 83% 78% 100%

Euro NCAP crash rating **Not tested**

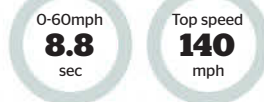
Euro NCAP crash rating 92% 84% 77% 70%

Engine and performance

Size 1995cc, 4cyl diesel
Peak power 187bhp@4000rpm
Peak torque 295lb ft@1750-2500rpm



Size 1999cc, 4cyl diesel
Peak power 177bhp@4000rpm
Peak torque 317lb ft@1750-2500rpm

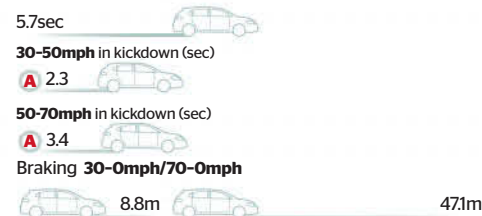
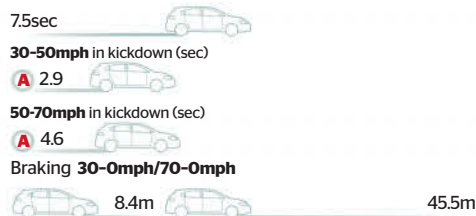


Size 2143cc, 4cyl diesel
Peak power 201bhp@3800rpm
Peak torque 27bhp@1800rpm*
369lb ft@1600-1800rpm
184lb ft@0-1000rpm* *Electric output only



Performance figures

Acceleration **30-70mph** through the gears **Weather conditions Dry**



Buying

Website www.bmw.co.uk
Car pictured BMW 520d SE with optional automatic transmission (£1550); electric front seats (£950); Glacier Silver paint (£675); adaptive headlights (£540); front sports seats (£475); and electric folding door mirrors (£335)

Website www.jaguar.co.uk
Car pictured Jaguar XE 2.0d 180 Portfolio in Polaris White with optional advanced parking pack (£1540); panoramic sunroof (£1000); head-up display (£1000); and 19-inch Radiance alloy wheels (£800)

Website www2.mercedes-benz.co.uk
Car pictured Mercedes-Benz C300h Sport with optional Premium Plus interior package (£2795); head-up display (£825); leather upholstery (£795); metallic Diamond Silver paint (£645); and LED intelligent light system (£545)

OVERALL VERDICT

Performance	★★★★★
Ride & handling	★★★★★
Refinement	★★★★★
Behind the wheel	★★★★★
Quality & reliability	★★★★★
Space & practicality	★★★★★
Infotainment systems	★★★★★
Buying & owning	★★★★★
Equipment	★★★★★
Safety & security	★★★★★

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Infotainment systems	★★★★★
Buying & owning	★★★★★
Equipment	★★★★★
Safety & security	★★★★★

BMW 5 Series vs Jaguar XE vs Mercedes-Benz C-Class

OUR VERDICT

1

BMW 5 Series 520d SE auto



For Smooth ride; exceptionally refined; superb infotainment system; easily the most spacious
Against Shortage of standard safety kit; split-folding seats and lumbar support cost extra

Verdict Still the finest executive car on the market



2

Jaguar XE 2.0d 180 Prestige auto



For Great looks; brilliant to drive; affordable to run
Against Not very practical; road noise; performance

Verdict The best-handling car in the class

3

Mercedes-Benz C-Class C300h Sport



For Low CO₂ output; smart-looking cabin; fast
Against So-so ride and handling; jerky powertrain

Verdict Cheap tax bills, but average to drive

See how
other
executive
cars compare
in our buyer's
guide on **p87**

JAGUAR SALOONS HAVE always been striking to look at and thrilling to drive, but until now they've also been pretty pricey to run.

Thanks to the new XE that's no longer the case. Okay, it isn't the cheapest to own privately (that's the 5 Series) or to run as a company car (that'll be the C-Class), but it's close enough on both counts to stop you crossing it off your shortlist. That's a big step forward for the British brand.

In fact, when you consider how brilliant the XE is to drive, we can

'Consider how brilliant the XE is to drive and we can see why you would choose it'

understand why you'd choose it over any of its peers, especially if you're not too fussed about its slightly cramped interior and its so-so performance.

However, we still think the BMW 5 Series is a better executive car. It's bigger, faster, more comfortable, classier inside and more refined, and the fact it costs similar money to run as a company car – and much less if you're buying privately – is impossible to overlook.

That leaves the Mercedes-Benz in third place. Its super-low CO₂

emissions give it real appeal with the company car drivers that make up the vast majority of customers in this market, and it's also fast, well-equipped and has the poshest-looking (if not feeling) interior of the three.

Sadly, it doesn't ride particularly smoothly, isn't much fun to drive and, when its diesel engine is running (which is most of the time) it's also a pretty noisy companion. That's why we reckon the cheaper, if slightly less efficient, C220 CDI version is a better bet.

Tesco is the official fuel partner for What Car? tests

TESCO Petrol Filling Station

Triple test





Don't celebrate just Yeti...

Skoda's formidable Yeti faces strong competition from the new CX-3 and Vitara family SUVs

THE CONTENDERS

NEW



Mazda CX-3

120 Skyactiv-G SE-L

List price £18,995

Target Price £18,525

The newest and dearest car here. Should be great to drive but needs to be competitive elsewhere, too.



Skoda Yeti

1.2 TSI 110 SE

List price £18,550

Target Price £17,658

Has long been a popular choice, thanks to its rewarding driving experience and superb practicality.

NEW



Suzuki Vitara

1.6 SZ5 2WD

List price £17,999

Target Price £17,562

Reasonably priced and very well equipped. It's also comparatively economical in real-world driving.

SINCE ITS LAUNCH in 2009, the Skoda Yeti has made its way onto many a family's driveway. It appeals because it's spacious, practical, good to drive and easy to live with, and it's a manageable size.

Many manufacturers have subsequently chimed in with similar offerings, in an effort to muscle in on this lucrative and rapidly expanding market. Latest to the fray is Mazda, with its all-new CX-3. The company has long had a reputation for making cars that are good to drive, but SUV buyers want more than that. So, the CX-3 will have to measure up on both running costs and practicality.

Our third contender is the new Suzuki Vitara. It's spacious, has a petrol engine that's surprisingly frugal in real-world driving, and in range-topping SZ5 trim it has stacks of standard kit. Despite all that, the Vitara is actually the cheapest of our trio to buy. >>

Photography: John Bradshaw

Triple test

What are they like to drive?

The Mazda is by far the most nimble of the trio. Its steering is fast and its body doesn't lean much in corners, allowing you to make quick and comfortable-feeling changes of direction. The front end is very grippy, too, so the CX-3 feels right at home darting across country, while light and precise steering make it easy around town.

The Yeti feels nearly as nimble, although its taller body makes it a little more wayward in the corners because it's slightly more prone to roll. Still, it grips well, and has far heavier steering, which makes it feel more stable at higher speeds, even though there isn't quite as much feedback. The other downside is that the Yeti's steering can feel a touch too heavy at slower speeds, particularly when parking.

The Suzuki is the least capable of the three in corners. Its steering is overly light and the car's initial responses quite sluggish, while its softer suspension causes it to lean the most. It just doesn't feel as well tied down as the Yeti or Mazda, and so inspires the least confidence.

The trade-off is that the Vitara rides more smoothly than either the CX-3 or Yeti, which are firmer and tend to jostle you around more around town. The Yeti is the firmest in town, whereas the Mazda is the least settled on the motorway – you don't just feel bumps through your backside, you feel them shuddering up through the steering wheel.

We've no issues with the way the Mazda accelerates, though. Its eager engine delivers a decent amount of low-down shove, even in higher gears, and it outpaces its rivals with ease. Both the Yeti and the Vitara have to be worked much harder.

The Vitara is the noisiest on the move, with pronounced wind noise from the front pillars and mirrors. The Mazda and Yeti are quieter at a steady cruise, although the CX-3's engine is noisy when revved and the Yeti's suspension can be heard on poorly surfaces roads.

'The new Vitara rides much more smoothly than either the Yeti or the CX-3'

MAZDA CX-3



Great to drive, with little roll in corners, but the ride can be unforgiving



The CX-3 has the smallest boot here but rear seats fold down flat to boost space



Limited rear room. Dark, too, because of the small, tapering rear windows



SKODA YETI



Decent steering compensates for a bouncy ride and some body lean

BEST BOOT



Yeti has the biggest boot here and most flexible seats. Great for families



Most room in the rear by far. You can sit three adults abreast, too, if need be



SUZUKI VITARA

BEST RIDE



Vitara rides in a supple fashion. Its steering could be better, though



Low boot lip and big opening makes the Vitara easy to load



Panoramic roof cuts headroom in the rear; legroom is fine, though



Mazda CX-3 vs Skoda Yeti vs Suzuki Vitara



Big rotary dials for the heating and ventilation controls make climate adjustments easy

Modern-looking instrument cluster provides plenty of info and is easy to read at a glance

INFOTAINMENT

Mazda CX-3

The CX-3 has one of the best infotainment systems in the class, although it doesn't include sat-nav. You'll have to move up to an SE-L Nav version for that, which adds £600 to the price. Regardless, the rotary controller (behind the gearlever) makes the Mazda's 7.0in system easy to use. The voice control system is excellent, too. It comes with DAB, USB and Bluetooth connectivity, too.



What are they like inside?

Only the Suzuki and Skoda offer that high-set and upright driving position that many look for in a compact SUV. The Mazda is shorter and feels more like a traditional hatchback from behind the wheel. The view out isn't as good as those in the Yeti and Vitara, which have larger windows.

The CX-3 has the most comfortable and supportive seats, and while those in the Yeti and Vitara's are comfortable enough, they don't have enough side support to hold you in place through corners. Many may also find it hard to find a decent seating position in the Yeti, because the height adjustment for both its steering wheel and driver's seat is a little limited.

The Skoda is by far the most spacious, though, because of its tall, boxy shape. You can sit three adults abreast in its rear seat, which is a squeeze in the other two cars.

The Yeti also has the biggest boot and the most flexible seating layout. The three seats in the back slide back and forth, recline, fold flat and can even be removed entirely. The other two cars have fixed rear seats that fold down in a conventional 60:40 split when you need to carry larger items.

The Vitara isn't great for rear headroom, particularly in SZ5 trim, which includes a headroom-shrinking glass roof. However, it's still roomier than the Mazda, which also has the smallest boot.

The Skoda has the plushiest and most neatly designed cabin. It feels hard wearing and the materials used are of a good quality. The Mazda's cabin is well laid out and interesting to look at but there are too many different materials and none is particularly tactile.

It's the Suzuki that's least impressive inside, with hard plastics everywhere. Fortunately it looks quite smart and the wheel and gearlever are pleasant enough to touch, preventing it feeling too much like a budget choice. >>



BEST DRIVING POSITION

Controls are all clearly marked and easy to use. Switchgear feels durable

It's not the most stylish of dashboards but it feels well built and of a decent quality

Skoda Yeti

Yeti doesn't come with sat-nav but its 6.5in touchscreen infotainment system works well. The interface is easy to use but there aren't many functions. It's neat how the icons spring to life when you move your finger close to it, however. DAB is a £135 option but you do get Bluetooth, an SD slot, aux-in and USB sockets. The 'Amundsen' media upgrade is £755 but adds a bigger screen, sat-nav, voice control and Bluetooth.



Screen looks smart and is easy to use but fingerprints can tarnish the view quickly

Hard plastic on the doors feels a little cheap, but the rest of the interior looks smart

Suzuki Vitara

A pleasingly sharp and clear display that's easy to navigate. However, it can be a little slow to respond sometimes, and the slider for the volume is a little fiddly. Fortunately, the supplementary controls on the steering wheel mean you rarely have to use it. The Vitara's the only car to get sat-nav as standard here, though, which is impressive given the price. The navigation works well, too. DAB is standard, as is Bluetooth.



'The CX-3 feels like a traditional hatchback from behind the wheel'


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Mazda CX-3 vs Skoda Yeti vs Suzuki Vitara

Triple test

What will they cost?

The Yeti might not be the cheapest to buy, but it'll cost the least to own over three years by around £700, mainly due to its slow depreciation.

If you're not buying outright then you'll find the Skoda even more enticing, because it has the lowest monthly PCP costs of the trio. Put down a deposit of £4000 and, based on 12,000 miles a year and a three-year contract, you'll pay £195 a month for the Skoda. That's £40 less than the Mazda and £64 less than the Suzuki.

It's a shame that the Yeti's real-world fuel economy doesn't come close to its claimed figure, though. During our True MPG tests it returned only 39.8mpg, leaving it trailing the other cars by some distance. Fortunately, it's cheaper than its rivals elsewhere to offset its poorer economy.

The cleaner, more economical Suzuki is the best choice for company car drivers. It has the lowest emissions of the three, placing it in a lower benefit-in-kind (BIK) tax band. You'll pay £114 a month to run one, whereas the Skoda will set you back £123. The Mazda's the most expensive of the trio, costing £138.

Additionally, the Suzuki has the most kit. It's the only car here with satellite-navigation, and it also features luxuries including adaptive cruise control, LED headlights and a reversing camera.

The Yeti and Mazda aren't poorly equipped, by any stretch, however. They get most of the kit you'll want, including dual-zone climate, cruise control and Bluetooth connectivity.

Buyers should expect few issues with any of the three cars. The companies here all performed very well in our most recent reliability survey. Out of 37 manufacturers, Suzuki was second, Mazda fourth and Skoda eighth. The Yeti was also one of the most reliable cars covered in the latest ownership satisfaction survey.

Euro NCAP has awarded its maximum five-star crash test rating to the Yeti and the Vitara, but the CX-3 has yet to be tested. The Mazda 2 on which it is based earned four stars, however, although the CX-3 features more safety kit. >>

WHAT WILL IT COST YOU?



Mazda CX-3
The priciest of the trio to buy and run



Skoda Yeti
Poor economy offset by slow depreciation



Suzuki Vitara
Well equipped and should be supremely reliable

CHEAPEST PRIVATE BUY

Prices

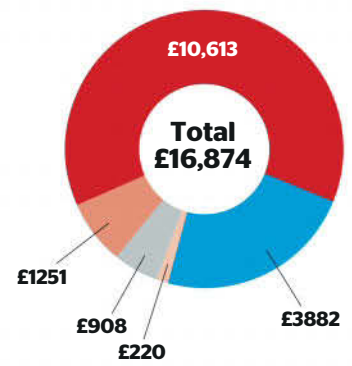
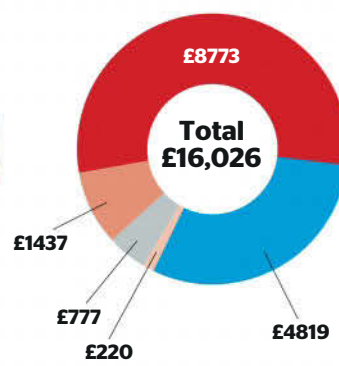
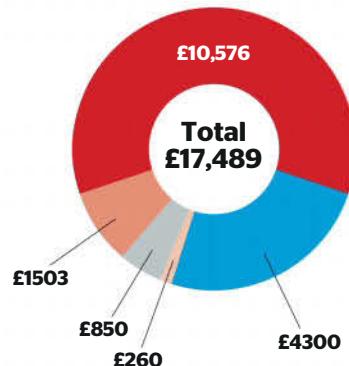
List price	£18,995	£18,550	£17,999
Target Price	£18,525	£17,658	£17,562
Company car tax until April 2016/17/18/19	£138/150/£163/£176 per month	£123/£136/£148/£160 per month	£114/£126/£138/£150 per month
Contract hire (per month)	£325	£256	£288

Resale value (by year)

	1	2	3	4
Mazda CX-3	£11,775 62%	£9674 51%	£7949 42%	£6800 36%
Skoda Yeti	£12,837 69%	£10,672 58%	£8885 48%	£7702 42%
Suzuki Vitara	£10,324 57%	£8476 47%	£6949 39%	£5950 33%

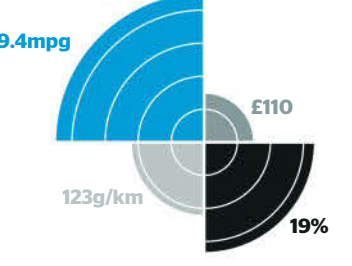
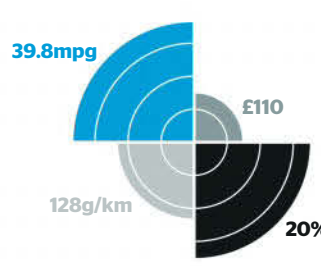
Three-year cost

■ Depreciation ■ Insurance ■ Servicing ■ Road tax ■ True MPG



Emissions and economy

■ True MPG ■ VED from second year ■ CO2 ■ 2015-'16 tax liability



EQUIPMENT

✓ Standard ✗ Not available	Alloys	Colour screen size	DAB/USB/Bluetooth	Air-con/climate control	Multi-function steering wheel	Sat-nav	Cruise control	Front/rear sensors	Speakers	Airbags	Metallic paint	Auto lights/wipers
			✓/✓*/✓	✓/✓	✓	£600	✓	✗/✓	6	6	£540	✓/✓
			£135/✓/✓	✓/✓	✓	£600**	✓	£350/✓	8	7	£535	£260
			✓/✓/✓	✓/✓	✓	✓	✓	✓/✓***	6	7	£430	✓/✓

*2x USB **Inclusive of DAB radio ***Inclusive rear view camera

Triple test

STATS, SPECS AND RATINGS

Mazda CX-3

120 Skyactiv-G SE-L

List price £18,995 **Target Price** £18,525

Skoda Yeti

1.2 TSI 110 SE

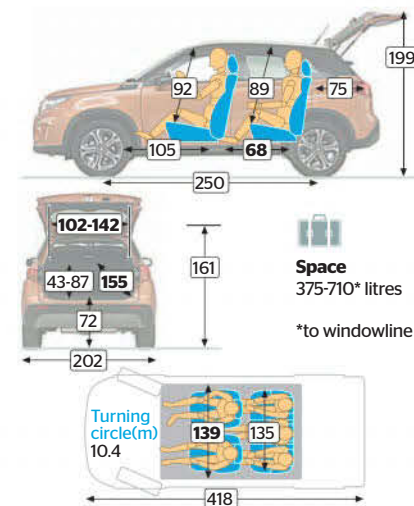
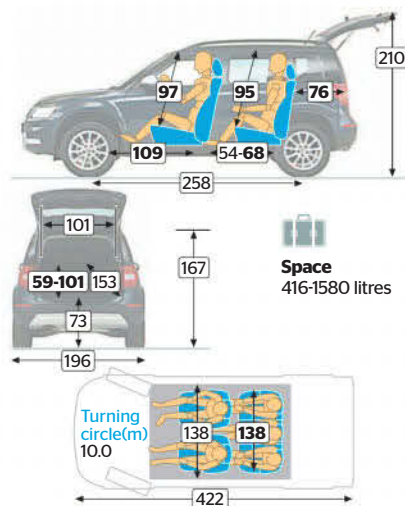
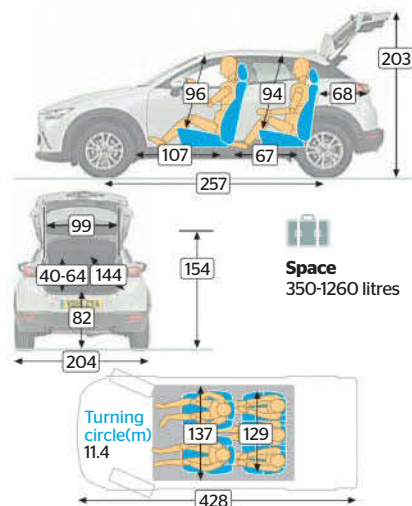
List price £18,550 **Target Price** £17,658

Suzuki Vitara

1.6 SZ5 2WD

List price £17,999 **Target Price** £17,562

Measurements Internal figures in **bold** are best in test. Dimensions in cm



Economy

True MPG 44.6mpg
Average (Govt) 47.9mpg
Tank 48 litres
Emissions 137g/km, Euro 6

True MPG 39.8mpg
Average (Govt) 51.4mpg
Tank 55 litres
Emissions 128g/km, Euro 6

True MPG 49.4mpg
Average (Govt) 53.3mpg
Tank 47 litres
Emissions 123g/km, Euro 6

Safety

Euro NCAP crash rating
Not tested

Euro NCAP crash rating 92% 78% 46% 71%

Euro NCAP crash rating 89% 85% 76% 75%

Engine and performance

Size 1998cc, 4cyl petrol
Peak power 118bhp@6000rpm
Peak torque 154lb ft@2800rpm

0-60mph
8.7
sec

Top speed
119
mph

Size 1197cc, 4cyl turbo petrol
Peak power 109bhp@5600rpm
Peak torque 129lb ft@4000rpm

0-60mph
11.1
sec

Top speed
111
mph

Size 1586cc, 4cyl petrol
Peak power 118bhp@6000rpm
Peak torque 115lb ft@4400rpm

0-60mph
9.5
sec

Top speed
112
mph

Performance figures

Acceleration **30-70mph** through the gears

8.4sec

30-50mph in 3rd/4th/5th/6th (sec)
3 4.9 4 5.2 5 9.6 6 13.2

50-70mph in 3rd/4th/5th/6th (sec)
3 5.2 4 7.2 5 9.1 6 13.8

Braking **30-0mph/70-0mph**

8.8m 48.9m

11.7sec

30-50mph in 3rd/4th/5th/6th (sec)
3 5.9 4 8.1 5 11.3 6 16.9

50-70mph in 3rd/4th/5th/6th (sec)
3 7.2 4 9.5 5 13.0 6 17.9

Braking **30-0mph/70-0mph**

9.1m 47.4m

9.5sec

30-50mph in 3rd/4th/5th (sec)
3 6.0 4 9.5 5 14.0

50-70mph in 3rd/4th/5th (sec)
3 6.3 4 9.7 5 15.5

Braking **30-0mph/70-0mph**

8.8m 47.7m

Weather conditions Dry

Buying

Website www.mazda.co.uk
Car pictured Mazda CX-3 2.0 120ps 2WD SE-L Nav with optional Ceramic Metallic paint (£540)

Website www.skoda.co.uk
Car pictured Skoda Yeti Outdoor SE 1.2 TSI 110PS with optional Petrol Blue Metallic paint (£535)

Website www.suzuki.co.uk
Car pictured Suzuki Vitara 1.6 Petrol Allgrip 6MT SZ5 with optional Horizon Orange and Black exterior finish (£800)

OVERALL VERDICT

Performance ★★★★★
Ride & handling ★★★★★
Refinement ★★★★★
Behind the wheel ★★★★★
Quality & reliability ★★★★★
Space & practicality ★★★★★
Infotainment systems ★★★★★
Buying & owning ★★★★★
Equipment ★★★★★
Safety & security ★★★★★

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Equipment ★★★★★
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Space & practicality ★★★★★
Infotainment systems ★★★★★
Buying & owning ★★★★★
Equipment ★★★★★
Safety & security ★★★★★

Mazda CX-3 vs Skoda Yeti vs Suzuki Vitara

OUR VERDICT

1

Skoda Yeti
1.2 TSI 110 SE



For Big and practical cabin; fine road manners; cheapest to own
Against Choppy ride; so-so real-world economy; few tech treats
Verdict Feeling its age a little, but still one of our favourite small SUVs



2

Suzuki Vitara
1.6 SZ5 2WD



For Loads of kit; low price; eager engine; soft ride
Against Interior feels low-quality; lacklustre steering; heavy depreciation
Verdict Worth considering if value is your top priority

3

Mazda CX-3
120 Skyactiv-G SE-L



For Strong engine; tidy handling; infotainment system
Against Limited space; pokey boot; too expensive
Verdict Great to drive but costly and no more practical than a small hatchback

See how other small SUVs compare in our buyer's guide on **p92**

DESPITE THE FACT it's nearly six years old, it's the Yeti that triumphs here. It's neither as fast as its rivals nor as well equipped, but its practical nature and on-road manners more than compensate for its foibles elsewhere.

It's also the cheapest of the three to own privately, the cheapest company car, and the most affordable each month for those buying on PCP finance. The Skoda is the most upmarket inside, too, with a conservative and sturdy interior built from high-quality materials.

'The practicality and on-road manners of the Yeti make up for its shortcomings'

Suzuki's Vitara puts up a good fight, partly thanks to its more generous list of standard equipment, plus its impressive real-world fuel economy and its low purchase price. It might not steer as keenly as the Skoda and its interior is neither as plush nor as practical, but it's the heavy depreciation and comparatively high monthly PCP costs that stop it from winning.

That leaves the Mazda in third. The way the new CX-3 looks will undoubtedly attract plenty of suitors, and there's also lots to like

about the way the CX-3 drives, too; it's unquestionably the most capable and fun through corners and easily the nippiest in a straight line. Sadly, it just isn't practical enough nor cheap enough to buy or run, which makes it hard to justify.

Mazda rightly points out that a large proportion of buyers in this class take out PCP finance, and that the CX-3's monthly costs in this area are competitive. However, the Skoda's are even more so, and the Mazda is the most expensive of the three for cash buyers.

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TESCO Petrol Filling Station

Magnificent seven-seaters

In the land of the large SUV, the newly crowned XC90 comes face to face with the all-new Audi Q7



THE CONTENDERS

NEW



Audi Q7

3.0 TDI 272 Quattro S Line

List price £53,835

Target Price £53,199

Range-topping version of the all-new Q7 is quick, spacious and well equipped



Volvo XC90

D5 AWD Inscription

List price £50,185

Target Price £49,701

Recently launched XC90 is practical, good to drive and luxurious in Inscription trim

THE CAR WORLD moves at a fair lick. Only last month the hotly anticipated Volvo XC90 arrived and won its first test in entry-level spec, beating some accomplished rivals in the process. However, now it faces an even newer challenger in the shape of the all-new Audi Q7.

The Q7's pricing starts at around £50k, but most buyers opt for the top-level S Line version, so here it's up against the equivalent XC90 Inscription range-topper.

The previous Q7 had been around for nine years, and was beginning to feel old. A cabin that felt good when it was launched was now starting to look a little dated, space was at a

premium, and the ride left a great deal to be desired.

Early impressions of the new car are positive though, so it stands a good chance of giving the XC90 a hard time.

What are they like to drive?

The Audi has the larger, more powerful engine so has the legs on the XC90. It's faster off the mark and its extra shove allows it to build speed quicker and breeze past slower traffic. That said, the XC90 never feels underpowered and is quite happy to cruise along on the motorway, unfazed by inclines or overtaking other vehicles.



Photography: Luc Lacey

'The Audi is less enjoyable to drive fast, but is much more refined than the Volvo'

body leans less than the Audi's in corners. Its steering is sharper too, so it feels the lighter and more agile of the two.

By contrast, the Audi feels more ponderous, even with its suspension in the firmest Dynamic mode. Its body leans a few degrees more than the Volvo's and the steering is slower to react.

As a result, the Audi is less enjoyable to drive fast, but it counters by being the better cruiser. Even on the optional 21in wheels its suspension manages to filter out the patchy road surfaces that have the XC90 fidgeting, and it's the less likely of the two to thud over large potholes. There's less suspension noise, as well.

The theme continues in terms of cabin refinement, with the Q7 producing less wind and road noise. Don't get the impression that the Volvo is uncomfortable and noisy though. It's far from it, but it isn't quite as refined as the Audi.

What are they like inside?

One of the attractions of SUVs is the cabin space offered, and in this respect neither car disappoints. Both cars offer generous front head- and leg room, plus a commanding view of the road ahead, but the Audi's cabin is the wider. It isn't perfect though, because its tapering rear side windows restrict over-the-shoulder visibility.

Both cars have fully adjustable electric seats, and the S Line seats in the Audi are broader than the Volvo's. That said, it's the Volvo's softer seat cushions that feel more cossetting, and are easier to get comfortable in.

The second row of seats in each offers virtually identical amounts of head- and legroom. There's room in both to seat three abreast on individual seats that slide and recline, although the Q7's extra width provides more shoulder room. Both cars' outer seats tilt forward easily to allow access to the third row. >>

To go with its extra pace the Audi has the smoother and quieter engine. By comparison, there's a little more background rumble from the Volvo's diesel, which is most audible around town or when accelerating hard.

Both cars come with smooth-shifting eight-speed automatic gearboxes, with manual overrides, although it's only the Q7 that offers steering wheel-mounted paddles for changing gear manually.

Our two test cars had optional adaptive air-suspension systems, and there is a clear difference to the way each is set up. The Volvo is the firmer and better tied down, so its

MOST REFINED



On the optional £2000 adaptive suspension we loved how well the Q7 rode

BEST QUALITY CABIN



Separate climate and radio controls are simple to use. Writing pad is standard

Virtual Cockpit is a £600 option and operates via the steering wheel buttons



Although still fidgety, we prefer the Volvo's ride on £2150 adaptive suspension



Optional Bowers and Wilkins audio system sounds great but hard to justify at £3000

Digital dials are standard and easy to read. Both cars have excellent driving positions

Twin test



Buttons in the boot allow you to raise and lower the ride height (with air suspension fitted) to make loading easier. The Audi's cabin is superbly built



BEST REAR SEATS



The Audi's rear passengers have more shoulder room and four-zone climate control as standard. The high-mounted screen is easy to see on the move



WHAT IT WILL COST YOU



Audi Q7

A low contract hire rate, but otherwise the more expensive



Volvo XC90

Cheapest to own privately or run as a company car

CHEAPEST TO OWN

Prices

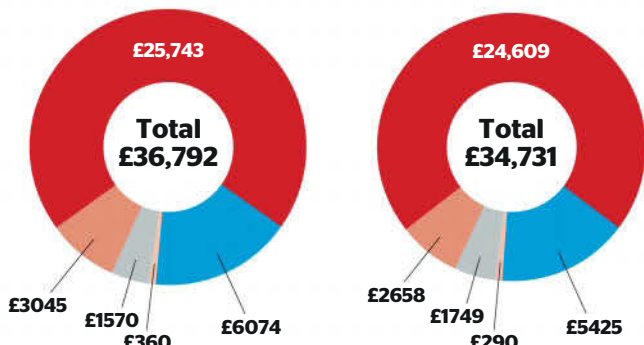
List price	£53,835	£50,185
Target Price	£53,199	£49,701
Company car tax until April 2016/17/18/19	£500/£482/£518/£554 per month	£450/£433/£467/£500 per month
Contract hire (per month)	£578	£705

Resale value (by year)

1	£37,146 69%	£36,635 73%
2	£31,224 58%	£29,107 58%
3	£27,456 51%	£25,093 50%
4	£23,687 44%	£21,078 42%

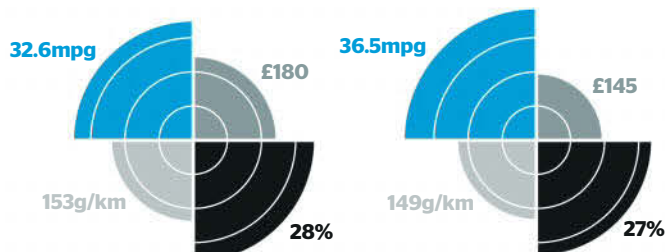
Three-year cost

■ Depreciation ■ Insurance ■ Servicing ■ Road tax ■ True MPG



Emissions and economy

■ True MPG ■ VED from second year ■ CO₂ ■ 2015-'16 tax liability



All prices correct at time of testing

Climb into the third row and it's the XC90 that offers more space. However, neither car will be comfortable for tall adults beyond short trips. In the XC90 the seats are easy to raise manually, but the Q7 makes life even easier with a button to raise or lower them electrically.

The XC90 also offers the most boot space whether you are using it in seven- or five-seat mode.

In this XC90 you get a TFT screen instead of analogue instruments whereas Audi charges extra for the same thing in the Q7. It's worth specifying though, because it displays information including sat-nav maps conveniently in your line of sight. However, some of our testers found that the Audi's steering wheel obscured the row of warning lights that sits above the instruments.

Volvo has opted to give the XC90 a tablet-style 9.0in infotainment touchscreen mounted in the centre of the dash. It operates everything from the temperature to the navigation and works well, although some of the smaller icons can be tricky to hit on the move.

Audi meanwhile, offers a more traditional centre console, with separate climate and radio controls as well as its MMI infotainment system. Some of the menus require a bit of familiarisation, but the 8.3in screen is easier to see, and the rotary controller is less distracting to use while driving. There's also an additional writing pad for entering names and addresses.

'The second row of seats in both cars offers virtually identical amounts of head- and leg room'

There's little to choose in how the two cars' interiors feel; each has very high-grade trims that are used to good effect. The Q7 S Line has leather seats with Alcantara as standard; it's £1100 to upgrade to full leather. The Volvo's interior is a nice place to spend time, too, with stitched leather across the upper dashboard and door trims and higher-grade Nappa leather seats as standard.

What will they cost?

The Audi is the more expensive if you're a cash buyer, although discounts for both are pretty slim at around £500, according to our Target Price team.

Finance buyers will pay a similar amount each month for both. We received quotes based on a £7500 deposit and three year term of 12,000 miles per year – the XC90 came in at £700, the Q7 at £667.

However, it's the Q7 that will cost more to run over three years, whether you're a private or company buyer. It's hampered by a higher purchase price, insurance and VED costs, although it is slightly the cheaper to service.

It also drinks more fuel. Our real-world MPG testing highlighted that the Audi's bigger engine will consume an extra £600 worth of diesel over 36k miles. Meanwhile company car users have to fork out an additional £1825 in benefit-in-kind (BIK) payments, due to the Q7's higher CO₂ emissions and list price.

As you'd expect, the two cars come well equipped with both getting a DAB radio, Bluetooth, LED headlights and a powered tailgate as standard. The Q7 is the only one that comes with four-zone climate control, but for £900 you can buy a pack for the XC90 that includes this and third-row air-con.

As yet neither car has received a Euro NCAP crash rating or Thatcham score against theft. However, both come with an alarm and immobiliser plus airbags and active safety technology. These include city safety systems to warn of impending collisions, which will apply the brakes automatically if necessary.

Audi Q7 vs Volvo XC90

BEST BOOT



The load cover snags on the rearmost seatbelts as you close it but the XC90 has the biggest boot. Driving position hard to fault; most comfortable seats



Rear legroom is virtually identical to the Audi's and all three rear seats slide and recline. The large portrait-mounted touchscreen operates like a tablet

OUR VERDICT

It's a close contest between two excellent cars. However, the Audi Q7 just steals the win because its blend of pace and refinement will appeal to more SUV buyers. The cabin is also solidly built, practical and, in S Line trim, well equipped.

That said, the XC90 makes a great case for itself if you want something that's a little more fun to drive. Although the differences are small, it is more spacious too, especially if you often use all seven seats.

1

Audi Q7
3.0 TDI 272 Quattro S Line



For Well equipped; great ride; smooth and powerful engine
Against Expensive to buy and run; poor body control in bends
Verdict One of the most refined SUVs you can buy

2

Volvo XC90
D5 AWD Inscription



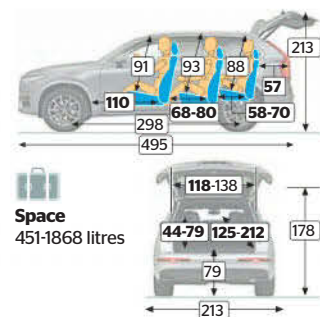
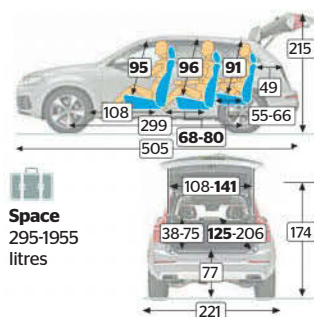
For Good to drive; very spacious; classy interior; running costs
Against Jittery ride; road and suspension noise
Verdict Not quite as refined but more fun to drive and still a great car

STATS, SPECS AND RATINGS

Audi Q7
3.0 TDI 272 Quattro S Line
List price £53,835 **Target Price** £53,199

Volvo XC90
D5 AWD Inscription
List price £50,185 **Target Price** £49,701

Measurements Internal figures in **bold** are best in test Dimensions in cm



Economy

True MPG 32.6mpg
Average (Govt) 47.9mpg
Tank 75litres
Emissions 153g/km, Euro 6

True MPG 36.5mpg
Average (Govt) 49.6mpg
Tank 71 litres
Emissions 149g/km, Euro 6

Safety

Euro NCAP crash rating
Not tested

Euro NCAP crash rating
Not tested

Engine and performance

Size 2967cc, 6cyl, diesel
Peak power 268bhp@ 3250rpm
Peak torque 443lb ft@ 1500rpm

Size 1969cc, 4cyl, diesel
Peak power 221bhp@ 4250rpm
Peak torque 347lb ft@ 1750rpm

WHATCAR? Performance figures

Acceleration **30-70mph** in kickdown

Weather conditions Dry

6.0sec

8.3sec

30-50mph in kickdown **A** 2.4

30-50mph in kickdown **A** 3.4

50-70mph in kickdown **A** 3.6

50-70mph in kickdown **A** 4.9

Braking **30-0mph/70-0mph**

Braking **30-0mph/70-0mph**

8.8m 47.1m

8.1m 44.4m

0-60mph **6.2** sec
Top speed **145** mph

0-60mph **8.2** sec
Top speed **137** mph

Buying

Website www.audi.co.uk
Car pictured Audi Q7 3.0 TDI Quattro S Line with adaptive suspension (£2000); optional 21in wheels (£1100); Valcona leather (£1100); Floret Silver paint (£675); Audi virtual cockpit (£600); brushed aluminium and oak grey trim (£550); and rearview camera (£500)

Website www.volvocars.com/uk
Car pictured Volvo XC90 D5 AWD Inscription with Bowers and Wilkins premium sound system (£3000); air suspension (£2150); winter pack with head-up display (£1175); Osmium Grey paint (£700); privacy glass (£400); and drive mode selector (£395)

Tesco is the official fuel partner for What Car? tests

TESCO Petrol Filling Station



A matter of Civic pride

Honda's long-awaited Civic Type R has arrived, and it's got BMW's hot hatch king firmly in its sights

THE CONTENDERS

NEW



BMW
M135i

List price £31,730
Target Price £28,541
Recently updated and now even more powerful. One of our favourite hot hatches.

NEW



Honda

Civic Type R
List price £29,995
Target Price £29,995
Hooligan looks and serious pace, but is it as much fun as the rear-wheel-drive M135i?

THIS IS NOT just a hot hatch test. This is an engineering head-to-head, and a chance to find out which mechanical recipe creates the most thrilling £30k driver's car. The bold and brash new Civic Type R wades in with a high-tech front-wheel drive system, complete with motor racing-inspired suspension and limited-slip differential, finished off with a new 306bhp 2.0-litre turbocharged engine.

The freshly facelifted, rear-wheel-drive BMW M135i doles out even more power, thanks to a turbocharged 322bhp 3.0-litre straight-six engine. It's been our

favourite high-end hot hatch for some time and, with its more conventional sports car DNA, it sits in stark contrast to the Civic's more extreme take on the format.

What are they like to drive?

They feel as different on the road as their mechanical differences suggest. The Civic is the more focused car, even without the +R mode activated, which brings heavier steering, a quicker throttle response and stiffer suspension. The Honda turns in to corners aggressively, stays relatively flat as it does so and its steering gives a decent amount of feedback.

BMW M135i vs Honda Civic Type R

'The BMW is the much quicker car in a straight line and its engine is a peach, too'

However, select Sport or Sport+ and it comes to life. Subtle suspension upgrades have made it less likely for the rear end to break away, but the steering can still feel too light through fast corners, and it doesn't provide quite as much feedback as the Honda's.

However, the BMW's rear-wheel drive layout makes it the more entertaining car to drive hard; it's light-footed and playful yet seriously capable, whereas the Civic is entertaining in a scrappy way and, steering aside, less involving.

The engine in the M135i is a peach, too. There are no obvious surges in acceleration as the turbocharger starts to do its work, and the BMW is the much quicker car in a straight line. It'll hit 60mph from a standstill almost a second faster and will sprint from 30-70mph in just 4.5 seconds, whereas the Honda takes 5.3 seconds. Still, the Honda's engine has its merits. There's a frantic sense to the way it revs, and the F1-style shift lights start to illuminate as you approach the 7000rpm limiter. Blink and it'll be time for the next gearshift, which is more satisfying and shorter in its throw than the BMW's.

The cars' differing characters continue when it comes to ride comfort. Our BMW came with optional £515 adaptive dampers, but the variation between suspension settings is subtle, and even in the firmest mode it delivers a remarkably supple ride.

That's not to say the Civic is as hardcore as its winged, blistered and vented appearance would suggest. The dampers soften bumps effectively and broken surfaces don't have the Honda fidgeting too much. It feels firm over sharp-edged potholes, but anyone in the market for a hard-nosed hot hatch is unlikely to complain.

So, the BMW is faster, more fun in vigorous use and easier to live with the rest of the time. It's also more refined. The Civic's theatrical engine rasp, and the pronounced hiss as >>

BEST TO DRIVE



Agile and playful rear-wheel-drive handling makes the BMW more fun



Driver's seat is fiddly to adjust, but new, slimmer steering wheel looks and feels great

Dash is easier to use than the Civic's and is of better quality. Pedals are offset to the right



Civic is dramatic and unintimidating, but isn't as entertaining as the BMW

BEST DRIVING POSITION



Gear lever is ideally positioned for fast shifts. Rear visibility is very poor

Bucket seats are comfortable and supportive. Steering wheel can obscure speedometer



Photography Will Williams

In fact, the Civic's excellent steering makes it as easy to guide on a motorway as aim with precision at the apex of a corner, although the inevitable shortcomings of such a powerful front-wheel-drive car do come to light when you accelerate really hard, because the steering wheel squirms around in your hands a little – a phenomenon that's known as 'torque steer'.

Does the Honda handle better than the BMW? Well, the M135i feels very relaxed in Comfort mode, which minimises the steering effort needed and makes the car easier to drive smoothly.

Twin test



BMW's boot is small and the opening is narrow at the base, but fold-flat rear seats are useful. Plenty of space up front, although electric seats cost extra



BEST REAR SEATS



The rear door aperture is a bit narrow, but there's more space than in the back of the Civic. BMW's infotainment system is clearer and also more user-friendly



WHAT IT WILL COST YOU



BMW

Great finance offers and resale values make up for higher list price



Honda

Cheaper company car, but more expensive on every other front

CHEAPEST TO OWN

Prices

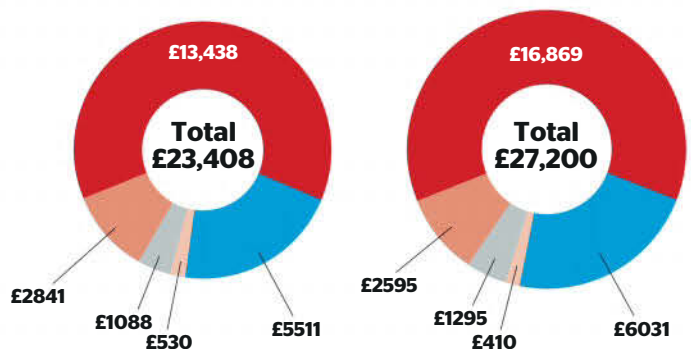
List price	£31,730	£29,995
Target Price	£28,541	£29,995
Company car tax until April 2016/17/18/19	£338/£359/£380/£391 per month	£289/£309/£329/£349 per month
Contract hire (per month)	£341	£374

Resale value (by year)

1	£22,379 71%	£19,449 65%
2	£18,403 58%	£15,975 53%
3	£15,103 48%	£13,126 44%
4	£12,901 41%	£11,200 37%

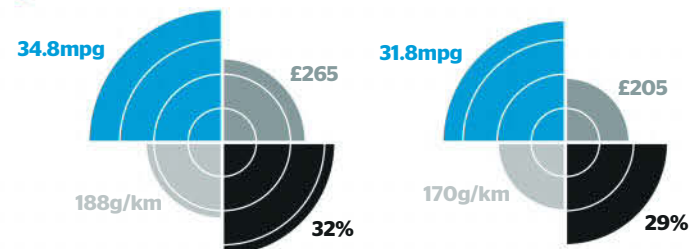
Three-year cost

■ Depreciation ■ Insurance ■ Servicing ■ Road tax ■ True MPG



Emissions and economy

■ True MPG ■ VED from second year ■ CO₂ ■ 2015-'16 tax liability



All prices correct at time of testing

you lift off the throttle is great fun, but at a steady 70mph the engine quickly becomes tiring. By contrast, the BMW emits an encouraging, bassy warble when you want it to, but just a distant hum on the motorway, and there's significantly less road noise, too.

What are they like inside?

The Civic's driving position is generally excellent for a hot hatch, mostly thanks to the deep bucket seats that offer lots of side and shoulder support and hold you firmly in place when cornering. However, they do make it quite difficult to get into and out of the car, and it's a shame that the Honda's speedo is easily obscured by the steering wheel. Rearward visibility is, frankly, laughable.

The BMW's seats are less supportive at the sides but still hold you in place very effectively through bends and are far more comfortable on long journeys. The M135i also has a high quality dashboard that's much easier to use, thanks to a cleaner layout and a single central colour screen that you control using a rotary dial and some shortcut buttons positioned between the front seats.

The Civic relies on a touchscreen, which is slower to respond and much more fiddly to use. It's also trickier to see in bright and sunny conditions.

Both cars have plenty of legroom in the back, if slightly limited headroom for six-footers, and while the BMW can carry five at

a push, the Type R's bespoke rear seats are strictly for two people.

The Honda's boot is vast, and much bigger than the BMW's, although there isn't a parcel shelf, and there's an annoying sunken area in the load bay which, in the standard Civic, is covered by a false floor.

However, you can fold down the rear seats in both cars for those occasions when you need to carry extra long or bulky items.

What will they cost?

The Civic Type R is new and in-demand enough that cash buyers will struggle to get any discount. However, BMW is already offering as much as £3189 off the M135i, which, coupled with good resale values, means it's the cheaper car to buy and own.

The BMW is also the cheaper option for those buying on finance. Put down a £5000 deposit on a 36-month PCP deal and, thanks to a dealer deposit contribution of more than £3000, you'll pay £344 a month. On the same terms, the Honda will cost you £421.

The BMW even betters the Civic for real-world economy, returning 34.8mpg next to the Type R's 31.8mpg across our varied test route. At least the Civic's lower CO₂ emissions make it the cheaper company car, and private buyers will also have to cough up slightly less each year in road tax.

A DAB radio, a USB socket, Bluetooth and audio connectivity and a colour multimedia screen are standard on both our contenders. The Honda also gets cruise control, automatic emergency braking and a reversing camera, whereas you'll pay £480 to add rear parking sensors and cruise control to the BMW.

Still, the M135i counters with standard automatic headlights, rain-sensing wipers and leather seats, and sat-nav for £595, whereas you have to add the £2300 GT Pack to get it on the Civic.

For that, Honda also throws in auto lights and wipers, lane-departure and blind-spot warnings, and adaptive cruise control.

'The Type R's seating position is excellent, with deep sports seats that offer plenty of support'

BMW M135i vs Honda Civic Type R

BEST BOOT



Huge boot gets no parcel shelf or adjustable floor, and there's a massive drop down on to the boot floor. Bucket seats make it difficult to get into and out of



Rear seats only two, and headroom is tight. The standard Civic's through-loading facility has disappeared, too. G-force meter provides plenty of fun

OUR VERDICT

These are two very different takes on the hot hatch format, but the BMW is both more fun on the limit and easier to live with the rest of the time. It's that breadth of ability that wins it this test.

The Type R is still a fine car, mind. Super-grippy handling, quick steering and a satisfying short-throw gearshift make it great fun on the right road. It's just a little too pricey given its shortcomings elsewhere.

1

BMW
M135i



For Sports car performance; playful handling; supple ride

Against Overly light steering; higher CO₂ emissions

Verdict Outrageously fast and fun, yet uncompromised in everyday use

2

Honda
Civic Type R



For Grippy handling; decent steering; good driving position

Against Pricier to buy and run; so-so interior quality; harder to live with

Verdict A weapon on road and track, but not as rounded as the BMW

STATS, SPECS AND RATINGS

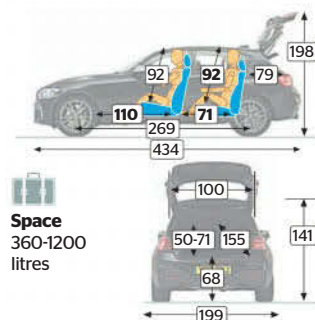
BMW
M135i

List price £31,730 Target Price £28,541

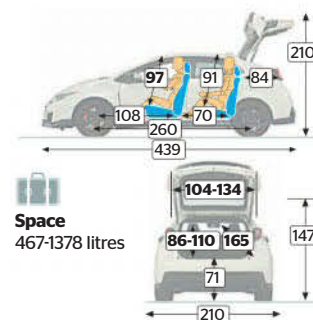
Honda
Civic Type R

List price £29,995 Target Price £29,995

Measurements Internal figures in **bold** are best in test Dimensions in cm



Space
360-1200
litres



Space
467-1378
litres

Economy

True MPG 34.8mpg
Average (Govt) 35.3mpg
Tank 52 litres
Emissions 188g/km, Euro 6

True MPG 31.8mpg
Average (Govt) 38.7mpg
Tank 50 litres
Emissions 170g/km, Euro 6

Safety

Euro NCAP crash rating
91% 83% 63% 86%

Euro NCAP crash rating
94% 83% 69% 86%

Engine and performance

Size 2979cc, 6cyl, turbo, petrol
Peak power 322bhp@ 5800-6000rpm
Peak torque 332lb ft@ 1300-4500rpm

Size 1996cc, 4cyl, turbo, petrol
Peak power 306bhp@ 6500rpm
Peak torque 295lb ft@ 2500-4500rpm

WHATCAR? Performance figures

Acceleration **30-70mph** through the gears Weather conditions Dry

4.5sec

5.3sec

30-50mph through the gears (sec)

3 2.8 4 3.8 5 4.5 6 5.8

30-50mph through the gears (sec)

3 2.6 4 4.2 5 6.6 6 10.5

50-70mph through the gears (sec)

3 2.9 4 3.6 5 4.2 6 5.3

50-70mph through the gears (sec)

3 2.7 4 3.3 5 4.0 6 6.8

Braking 30-0mph/70-0mph

8.7m 48.8m

Braking 30-0mph/70-0mph

8.9m 46.5m

0-60mph

4.9
sec

Top speed

155
mph

0-60mph

5.7
sec

Top speed

167
mph

Buying

Website www.bmw.co.uk

Car pictured BMW M135i with optional Prof. Media Pack incl. sat-nav and wide screen (£1890); Black Sapphire paint (£550); adaptive suspension (£515); adaptive LED lights (£495); driver comfort pack (£480); and Coral Red dakota leather (£0)

Website www.honda.co.uk

Car pictured Honda Civic Type R with standard Championship White paint

Tesco is the official fuel partner for What Car? tests

TESCO Petrol Filling Station

ADVENTURE ADVANCED

JUMPING INTO COLD WATER IS MORE FUN
THAN YOU MIGHT THINK – ONCE YOU'VE
REACHED THE RIGHT LOCATION



Depending on your outlook, outdoor swimming north of Watford is either an advanced form of adventure or a definition of madness.

The hardy souls who jump into the Serpentine in Hyde Park every New Year's Day aren't alone in thinking that wild swimming is one of the most invigorating things you can do without your pants on.

Not everyone wants to put their jellywobble torsos on display in the centre of London, though. Luckily, Britain's climate has dotted this island with thousands of secret wild swimming spots, each one a natural spa tailor-made to zing your body back into life in locations where nobody else is around to point and laugh.

Getting to these secret spots can be a challenge. You need a versatile sort of car to reach them, one that will cover motorways and A-roads in comfort and then keep going through less friendly terrain.

Mitsubishi has a vehicle that's perfectly suited not just for wild swimming excursions but for all outdoorsy lifestyles. It's called the ASX.

For those who know about these things, the ASX is a crossover and an SUV. For the rest of us it's a handsomely rugged device that's big enough to seat five but not so big that it's an embarrassment. Its compact dimensions will

get you into tight spots: its agile chassis, choice of springy petrol and diesel engines plus the option of 4WD will get you out of them.

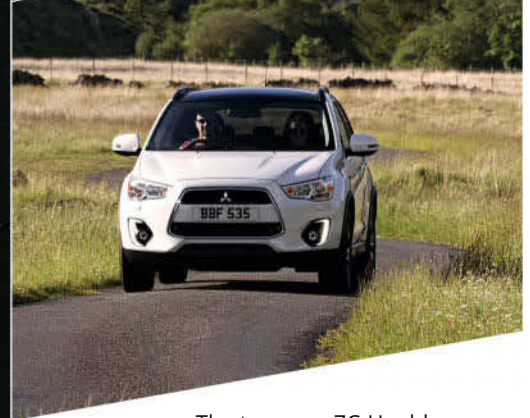
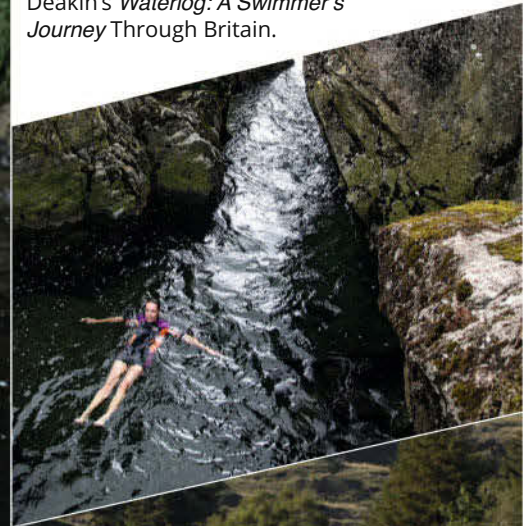
What Car? praises the ASX for offering "a generous standard of kit for the same price as some fairly basic small family hatchbacks". The entry model ASX ZC has a new leather steering wheel with thumb grips and audio controls, USB port, newly designed seats, chrome trim,

ADVENTURERS, ADVANCE!

Our ASX swimmers took the plunge in the Lake District. They tried out Birks Bridge, a clear stream in a gorge at Duddon; Eskdale's Tongue Pot, a necklace of pools; and Wast Water, a quartz-bedded lake stunningly located in the lee of Scafell Pike.

But you don't need to go all the way to the Lakes. Britain's rivers, lakes and waterfalls, coves, caves and beaches are cleaner, safer and more accessible than at any time in living memory. Open-air lidos are making a comeback too. Try the spectacular Hathersage pool in the Peak District, or Gloucestershire's Cirencester Park lido.

For information on where to wild swim both in the UK and abroad, go to www.wildswimming.co.uk, or pick up Roger Deakin's *Waterlog: A Swimmer's Journey Through Britain*.



"THE ASX IS PERFECTLY SUITED NOT JUST FOR WILD SWIMMING BUT FOR ALL OUTDOORSY LIFESTYLES"

privacy glass, high-contrast LCD screen, rear armrest cupholder and a big centre console for your damp cossies. That's in addition to air-conditioning, handsfree Bluetooth, seven airbags, Hill Start Assist and Mitsubishi Active Stability and Traction Control.

Move up a level to the ZC-M to get DAB radio, an auto-dimming rear view mirror and 18in alloy wheels and wheelarch trims on top of your standard climate control, heated front seats, automatic lights and windscreen wipers, keyless operation system, pushbutton starting and cruise control.

The top-spec ZC-H adds a panoramic roof with amber 'mood light' strips, MMCS (Mitsubishi's Multi Communication System with satnav) and a rear-view camera.

Tick the option of ASX's new 1.6 diesel engine with 12,500-mile service intervals and it'll cost you buttons not just to get there but also to keep on getting there. "Mitsubishi has an excellent reliability record", says *What Car?*. When your map of choice is Ordnance Survey rather than a £5.99 special from the garage, and you're visiting places where others might fear to tread, that's reassuring.

Sub-£15,000 entry pricing makes the ASX as accessible as wild swimming could suddenly become. So jump right in.

How to choose a

Deciding on the right car for your towing needs can be a complicated affair. Here's how



tow car

to pick the most suitable car for the job



We put each car through the same rigorous testing procedure



Power has to be adequate to pull both car and trailer up sharp inclines

FINDING THE RIGHT car can be hard enough, but if you need to tow a caravan, horsebox or boat then things get a lot more complicated. Normal test drives may be straightforward to arrange, but hardly any dealers will have demonstrators with tow balls. That could lead to a costly mistake, because a car that drives well with just you and the salesman on board may not be so impressive pulling a 1.5-tonne caravan.

Choosing a tow car takes a bit more legwork than most car-buying decisions, so studying the results of the Tow Car Awards is a good starting point. This annual joint venture between What Car?, Practical Caravan and The Camping and Caravanning Club puts dozens of models to the test to reveal Britain's best tow cars.

As well as reading Tow Car Awards reviews, you'll need to research some facts and figures about your potential purchase and whatever you plan to tow behind it. With a little effort you should be able to find a car that's enjoyable to drive, easy to live with, and which can handle the rigours of towing, too.

Weighty matters

Before deciding if a car is suitable to tow your caravan or trailer, you'll need to find some information that most drivers ignore. The kerb weight, legal towing limit and the maximum permitted download on the tow ball are all important figures.

You'll also need to know the weight of whatever it is you plan to tow. That's because the weight ratio between the two is one of the determining factors in whether a car and trailer are safe and stable.

European Directive 95/48/EC defines the kerb weight as the car in ready-to-drive condition with a 90% full fuel tank and a 75kg allowance for the driver and a small amount of luggage.

Most manufacturers publish kerb weights online or in their brochures, although some use the term unladen weight instead. Remember to check if the 75kg weight for the driver and luggage is included in the kerb weight or the payload (this is usually made clear in the small print), since confusingly not all manufacturers apply the EU definition in the same way.

So, now you know how much the car weighs. How does this affect what it can tow? Well, for stable and stress-free towing it's better for the car to weigh considerably more than the trailer. Just about every caravanning organisation, including The Camping and Caravanning Club, recommends towing no more than 85% of the car's kerb weight, especially if the driver is new to towing. Even for an experienced tow car driver, it's best practice not to exceed 100% of the kerb weight. This advice is most often heard in caravanning circles, but it's a sensible >>

'For stress-free towing it's better for the car to weigh considerably more than the trailer'

Tow car awards

The best tow cars of 2015

Experts from What Car?, Practical Caravan and The Camping and Caravanning Club have joined forces to find Britain's best tow cars.

We've divided the 37 cars tested into five weight classes, to make it easy to find a suitable car. Here are this year's winners.

You can read more detailed reviews of these cars - and every model we've tested at the Tow Car Awards since 2007 - at **www.thetowcarawards.com**



1550-1699kg Mazda CX-5

2.2D 175 Sport Nav AWD

Price £29,395

Worthwhile mid-life updates have breathed fresh life into the Mazda CX-5. It has always towed well, but the addition of an electronic parking brake makes for easier hill starts.



Up to 1400kg Skoda Octavia

2.0 TDI CR 150 SE Business

Price £20,675

The Skoda Octavia hatch has won its class for the third year in a row. It's stable at speed, the engine has plenty of power for towing and there's lots of space for people and luggage.



1700-1899kg Volkswagen Passat Estate

2.0 BiTDI SCR BMT 4Motion GT DSG

Price £36,175

With four-wheel drive, a powerful engine, a high towing limit and loads of space, the Passat Estate 4Motion ticks just about every box. It's a superb tow car, but it's not cheap.



1400-1549kg Volkswagen Passat Estate

2.0 TDI BMT 150 SE Business DSG

Price £28,265

It's a few kilos lighter than the old Passat, but the latest one is an even better tow car. The VW feels rock solid when towing at motorway speeds, and the cabin is roomy and practical.



1900kg+ Land Rover Discovery

3.0 SDV6 SE Tech

Price £47,500

Newer rivals may have eclipsed the Discovery, but as a tow car it's still the big SUV to beat. Stability at speed is unshakeable, the engine is strong, and the cabin is practical.



Green Award Volvo V40 Cross Country

D4 Lux Nav Geartronic

Price £30,420

The Green Award goes to a tow car with low emissions and strong towing ability. The Volvo V40 Cross Country achieves a claimed official 65.7mpg, yet it's also quick and stable.



Best Petrol Tow Car Ford Mondeo

1.5T Ecoboost 160 Titanium 5dr

Price £22,545

If you don't cover enough miles to justify a diesel, the Mondeo Ecoboost is a very capable tow car. The engine pulls more strongly in the mid-range than most petrols.



Best Ultralight Tow Car Citroën C4 Cactus

BlueHDi 100 Feel

Price £16,690

The Citroën C4 Cactus is ideal for towing a trailer tent. The engine is willing and the car feels secure at motorway speeds. It's stylish, quirky and cheap to run, too.

'Diesels generally have more torque than petrols, and are more suited to towing'

Licensed to tow

Before you buy a caravan or trailer, are you sure your licence allows you to tow it? If you passed your driving test on or after 1 January 1997, you'll have been given a 'B' licence, which is more restrictive than the 'B+E' entitlement which newly qualified drivers used to receive. With a B licence, it's legal to drive a vehicle with a Maximum Authorised Mass (MAM) of up to 3500kg, towing a trailer with a MAM of up to 750kg. It's possible to tow heavier trailers, but only if the combined MAM does not exceed 3500kg. Drivers wanting to tow heavier combinations need to take a towing test to upgrade to a B+E licence. This allows drivers to tow vehicle and trailer combinations weighing up to 8.25 tonnes.



approach to take whatever type of trailer you decide to tow.

There's sometimes confusion around these guidelines, because a car's legal towing limit is often much higher than 85% of the kerb weight – or even 100%. Some big 4x4s like the Land Rover Discovery or Volkswagen Touareg have legal limits for braked trailers as high as 3500kg, which would make for a matching ratio of more than 130%.

However, the legal towing limit is based upon a car's ability to pull a trailer up a slope five times within five minutes. It's more an indication of the pulling power of the engine and the durability of the transmission rather than whether a car will remain stable towing a trailer of this weight at high speed on A-roads and motorways.

Check the maximum download on the tow ball, too (also known as the 'nose weight'). Some modern cars have maximum tow-ball downloads of 4% of the legal towing limit. Ideally, look for closer to 7% of the laden weight of the trailer, as this makes for more stable towing.

Torque for towing

So you've found a car heavy enough to make a sensible match for your trailer, and which has a high enough towing limit to stay on the right side of the law. What else makes a good tow car?

Well, it's important that the engine should have plenty of mid-range muscle. Check the torque figure, usually given in pound feet (lb ft) or newton metres (Nm). An engine's ability to provide strong acceleration without needing to be revved to the redline counts for far more than peak power when towing. The higher the torque figure the better, preferably peaking at low engine revs.

Diesels generally have more torque than petrol engines, and are better suited to towing. However, the trend towards low-capacity turbocharged petrols (think of Ford's Ecoboost and Peugeot's THP engines) means there's a growing number of petrol models that make decent tow cars. They're worth considering if you don't cover enough miles to justify the higher purchase price of a diesel.

Whether towing with a diesel or a petrol, there are pros and cons to manual and automatic gearboxes. A manual 'box will give more direct control, but then just about all modern autos have a manual override.

Problems with automatics overheating when towing are less common than they used to be, and autos make hill starts easier since there's no need to juggle the clutch and throttle. All else being equal, the choice of gearbox really comes down to personal preference. >>

Tow car awards

OVERALL WINNER

Volkswagen Passat Estate

2.0 TDI BMT 150 SE Business DSG

Price £28,265

There's no better family tow car than the new Volkswagen Passat Estate. It combines stability, performance, practicality and decent running costs in one compelling package.





Our 37 cars on test were divided into five different weight categories



Our experts used holiday luggage to test each car's practicality

Tow-friendly features

As well as pulling power, other features to look for in a tow car include self-levelling suspension. This helps keep the back of the car from squatting down with a loaded boot and the weight of a trailer on the back. Self-levelling suspension is not essential to stable towing, but if available as an option it's a box worth ticking.

Four-wheel drive is a definite plus, but how important it is depends on the type of towing you have in mind. Reversing a boat down a wet slipway is very different from manoeuvring a caravan onto a level pitch at a campsite.

Many cars now come with a trailer stability system (look for acronyms like TSA or TSP). These systems are part of the regular electronic stability control, but are designed to respond more quickly and effectively if car and trailer become unstable.

What Car? says

There's a lot to think about when shopping for a tow car. Follow these guidelines and you shouldn't go far wrong.

Check the car's kerb weight

Look to tow no more than 85% of the car's kerbweight, especially if you are new to towing.

Respect the legal limit

Never tow more than the car's legal towing limit. In fact, it's often best practice to stay well below this figure if you plan to tow long distances at speed.

Torque counts

Go for an engine variant with plenty of torque - the more the better.

Consider a 4x4

Four-wheel drive isn't essential for towing on Tarmac, but if you'll be reversing down a slippery jetty or dragging a horsebox across a muddy field it's a big plus.

Read a tow car review

Most car tests don't mention towing ability, which is where the Tow Car Awards website comes in handy. There are around 400 searchable reviews: thetowcarawards.com

Thanks to: The Camping and Caravanning Club; the Swift Group; Al-Ko; Milenco; Admiral.

'The new Passat Estate is a compelling package and ticks every box. It's a worthy winner'

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month. Best of all its been designed by motoring consumer champion, Quentin Willson.


Designed by **Quentin Willson**



THEO PAPHITIS IS WARRANTY WISE

Warrantywise are delighted that Theo has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty.

Read the full article at: www.warrantywise.co.uk/theo



QUENTIN VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

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warrantywise.co.uk

or call us on Freephone **0800 121 4785**



Warrantywise

Simply the Best in the Business

Get the full story at whatcar.com/ourcars

First report



Skoda Fabia

We get the chance to put our Car of the Year through its paces

Run by Tom Webster
Mileage 1065
List price £13,450
Target Price £12,441
Price as tested £14,070
My rating ★★★★★

IT'S NOT OFTEN I can claim superiority over all of my colleagues, but with my latest long-term test car I've secured bragging rights until the end of 2015 at the very least.

That's because I am driving the 2015 What Car? Car of the Year, the Skoda Fabia, and it's in the precise spec and trim that was named our favourite. The engine choice is pretty much slap bang in the middle of the range, too, as it's the lower-powered version of the 1.2-litre TSI petrol, while the trim is the mid-spec SE.

Naturally it was assessed thoroughly before being bestowed with its prestigious gong, but the Fabia will now be subjected to even more scrutiny over the coming months, as it settles into the slightly less glamorous role of ferrying me to work and back, and serving as my weekend workhorse on the occasions I flee the capital in search of countryside.

To see exactly what the award-winning spec is like to live with, we have kept clear of the options list, with two small exceptions. The first is a steel spacesaver spare wheel at £85, something that will

hopefully never be needed. The second is the metallic Race Blue paint, a £535 option chosen to add a splash of colour.

As it is, SE trim is handsomely equipped. There is a large 6.5in touchscreen that dominates the centre of the Fabia's dashboard, and, having previously run a more expensive Seat Leon Cupra

280, I was pleasantly surprised to see that the basics of this infotainment system are much the same in the two cars. Elements like the favourites buttons on the Bluetooth phone screen, the chunky preset options for the radio, the clear DAB digital radio system and the easy to use menus are all fantastic.



The refined 1.2-litre engine has helped to make Tom's commute relaxing



The large touchscreen is easy to use



Metallic Race Blue paint costs £535

One thing that is missing on the Fabia range, for now at least, is sat-nav. However, the car should pair up with an Android phone through the MirrorLink system to allow a form of navigation.

However, cars built from now will have the new SmartLink system instead. Owners of early cars (like me) with iPhones will have to investigate retrofit sat-nav options.

I've recently passed the 1000-mile mark in the Fabia, and so far the 1.2-litre engine has proved up to all the tasks I've thrown at it. Admittedly it's spent most of its time so far on my urban commute, and it's been a wonderful and peaceful companion on these trips. The only quibble so far has been with the gearshift, which has proved reluctant to move into first on a couple of occasions, although it seems to be getting easier as the miles rack up.

Otherwise, I have noticed that the city-brake system has been rather quick to warn me of obstacles ahead. It's never got close to putting the brakes on (and I hope it never does) but it has made its presence known more than any other car I've driven with a similar setup.

More tests are ahead for the Fabia, with weekend trips to visit far-flung family members, and a bike that needs to be squeezed into the boot. Hopefully it will cope with everything as well as it has so far.



Tom Webster
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LOGBOOK

Skoda Fabia 1.2 TSI 90 SE

Buying information

List price £13,450
Target Price £12,441
Price as tested £14,070
Extras Race Blue metallic paint (£535); and temporary spare spacesaver steel wheel (£85)

Running costs

Test fuel economy 37.5mpg
True MPG 44.9mpg
CO₂/tax 107g/km/16%
Contract hire £191
Cost per mile 32p
Insurance group 8
Typical quote £367

First report



Ford Mondeo

Our car should be perfect, but it's not an open and shut case

Run by Luc Lacey
Mileage 2240
List price £24,545
Target Price £21,763
Price as tested £27,465
My rating ★★☆☆

GIVEN THE NATURE of a modern photographer's lot is to stow and then transport a large number of boxes, the new Mondeo could hardly be a better fit for me.

Ford's replacement for its ubiquitous saloon (actually now a hatchback in all but hybrid formats) is better looking, more efficient and faster than the car it replaces – but, most pertinent of all, it remains impressively big.

Of course we could have had the estate, but it turns out the hatch actually has 40 litres more space if you leave the seats up, plus its boot isn't the subject of prying eyes.

We've opted for the 2.0 TDCi diesel engine and Titanium trim for our car. This unit, in 178bhp format, is the workhorse of the range, and manages to combine an official fuel economy figure of 64.2mpg with the ready performance that comes with 295lb ft of torque.

The Titanium trim is handsomely equipped, but we've added a host of desirable options. We've chosen dynamic LED adaptive headlights, with an intelligent full beam function, Ruby Red metallic paint, and inflatable rear seatbelts, which protect rear seat occupants in the

event of a collision. There's an infotainment upgrade that includes sat-nav, DAB radio and a 12-speaker Sony sound system. The new 8.0in touchscreen is a vast improvement on the one in the previous Mondeo, and so far I've found the audio quality impressive too.

Perhaps the most useful option, though, given the size of the

Mondeo, is the Active Park Assist system, a £450 addition, which will take the hassle out of the experience by parking the car for you. I was initially doubtful of it, but I've endeavoured to use it a few times now, and have been impressed. So much so, I've even taken to challenging it with spaces I would automatically dismiss as too

small, and have found it adept at squeezing the Mondeo's bulk in even when there is only an inch or two to spare.

On the road it's not only commodious, it's also comfortable and softly sprung. However, the back end has unexpectedly proven to be the source of, to date, my only real niggle with the car. Something, it seems, is wrong with the hydraulic struts that help open and close the boot lid – or which in fact, in this case, do nothing of the sort, because opening the lid requires an enormous amount of effort. Similarly, shutting it again is not the work of a moment, frustrating when you're required to do it around 20 times a day.

I've told Ford about the fault, and am now just waiting for an opportunity to get it to them for some attention.

Otherwise, the Mondeo, in typical fashion, has just got on with the business of being a helpfully large presence in my life. It's averaging a respectable 39.2mpg so far, which I'm sure I can improve upon, and I especially like the comfort of the interior, notably the two-tone faux aluminium trim, and little details such as the door lock switch being inset on the speaker grille.

In fact, once I can shut the boot without feeling like I've been to the gym, I think the Mondeo and I are going to get on famously.



Luc Lacey
 Luc.Lacey@haymarket.com



Huge boot is ideal for flatpack furniture but our boot lid's struts are faulty



Ruby Red paint is a £795 option



2.0-litre diesel is smooth and quiet

LOGBOOK

Ford Mondeo 2.0 TDCi Titanium

Buying information

List Price £24,545

Target Price £21,763

Price as tested £27,465

Extras Ford dynamic LED adaptive headlights £1050; Ruby Red (special metallic) paint £795; Sony DAB touchscreen nav with 12 speakers £450; active park assist £450; and inflatable rear seatbelts £175

Running costs

Test fuel economy 38.3mpg

True MPG tbc

CO₂/tax liability 115g/km/21%

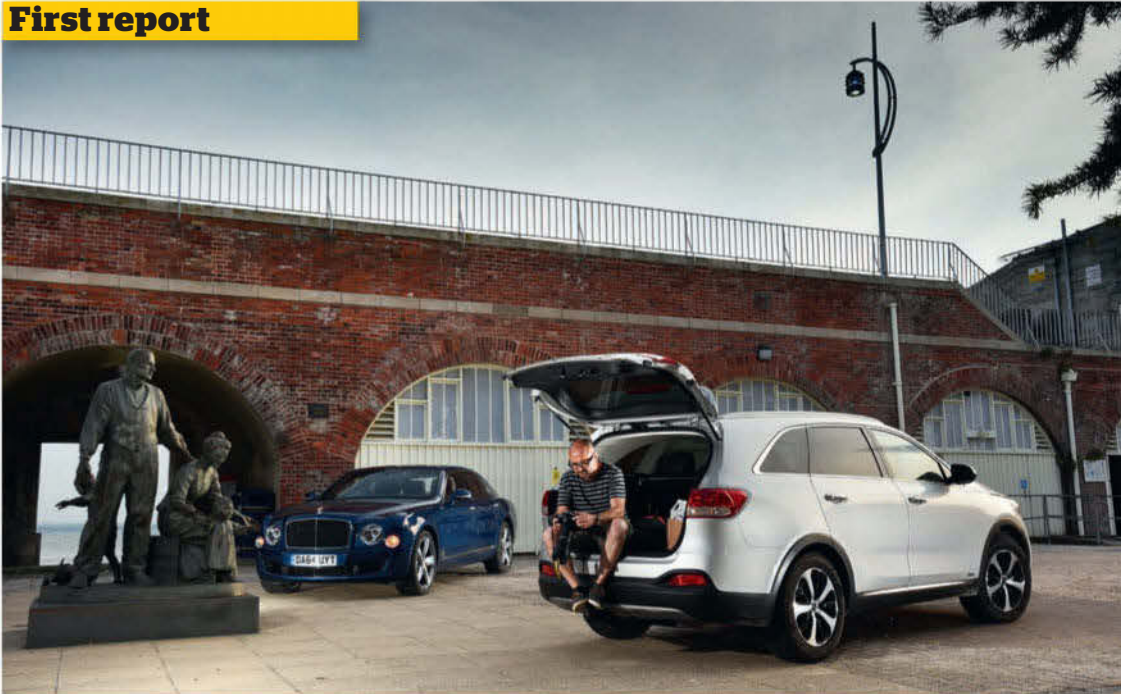
Contract hire £296.97

Cost per mile 45p

Insurance group 27

Typical quote £741

First report



Kia Sorento

The Kia won a recent group test, but will it win over our Will?

Run by Will Williams
Mileage now 2140
List price £33,750
Target Price £32,480
Price as tested £35,140
My rating ★★★★★

THE SEVEN-SEAT SUV market can be an intimidating segment for any family eyeing up their next purchase, because buyers can easily spend £40k on an SUV wearing a mainstream badge.

Kia's Sorento caused quite a stir earlier this year when it triumphed in our SUV group test, fending off the Land Rover Discovery Sport, Nissan X-Trail and Hyundai's Santa Fe. That group-test winning Sorento was in 2.2 CRDi KX-2 auto trim, the exact specification of the new long-term test car I'll be running for the next 12 months.

Finished in optional metallic silver paint (a £550 option) I think it looks the part, and the body-coloured bumpers and mirrors help show off the SUV's lines.

Our Sorento is powered by a 2.2-litre turbocharged diesel engine, developing 197bhp at 3800rpm and 311lb ft of torque at 1800-2500rpm. It's mated to a six-speed automatic gearbox that's an improvement over the one in my previous Kia Soul long-term. It's more eager to go through the ratios and not so keen to over-rev compared with the Soul's gearbox, which felt a little old-fashioned at times.

In mid-range KX-2 trim the Sorento is well equipped. As standard, it comes with LED daytime running lights, rain-sensing wipers, leather interior, a heated steering wheel with mounted controls, heated front seats and cruise control.

It also gets all-round electric windows, a 7.0in touchscreen,

DAB radio, Bluetooth, sat-nav, reversing camera with rear parking sensors and plenty of USB and auxiliary ports.

Boot space with all seven seats up is just 142 litres. However, with the rearmost seats folded down this expands to a large 605 litres. When all the seats are laid flat there is a massive 1662 litres of space.

I particularly like the 40/20/40 boot-split arrangement that replaces the previous Sorento's 60/40 set-up. It allows two larger occupants to remain in the rear while you load long objects up the centre of the Kia's cabin. So far, it's comfortably swallowed all of my camera gear, with neat storage space under the boot floor that now houses an array of car cleaning products.

First impressions are good. The engine hauls the Sorento's weight well enough, but to the detriment of fuel economy. It's still early days, but in the first handful of weeks I'm currently averaging 32.8mpg, some way off the manufacturer's claimed 46.3mpg.

The engine note also seems to be sounding more unrefined as time goes on, which is odd, because usually cars settle down and become quieter after the initial running-in phase. However, performance is good, providing you use the torque band effectively, and the ride seems pretty good too.

Over the coming year we'll see how the Sorento copes with clocking up a hefty mileage, because I drive all over the country on various photoshoots. I also have a strong suspicion that the Sorento's impressive practicality will be called into action to assist my colleagues with tip runs and house moves.



Will Williams
 Neil.Williams@haymarket.com



Our 2.2-litre diesel has lots of torque, but the engine note can be unrefined



Sorento gets a 7.0in touchscreen



Boot easily swallows Will's cameras

LOGBOOK

Kia Sorento 2.2 CRDi KX-2 auto

Buying information

List price £33,750
Target Price £32,480
Price as tested £35,140
Extras Detachable tow bar £840; and Metallic Silver paint £550

Running costs

Test fuel economy 32.8mpg
True MPG tbc
CO₂/tax liability 161g/km/30%
Contract hire £362.43
Cost per mile 59p
Insurance group 25
Typical quote £700

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First report



Porsche Panamera

Can our new plug-in hybrid live up to its impressive claims?

Run by John McIlroy
Mileage 3750
List price £89,327
Target Price £89,327
Price as tested £98,424
My rating ★★★★★

FOR A COMPANY that's made its name with some of the most exciting sports cars on the planet, Porsche is spending a lot of its time developing hybrids these days. Some, like the ultra-exclusive 918 Spyder, are still really focused on speed. Others have a wider remit, such as the Cayenne hybrid and our new long-term, the Panamera S E-Hybrid.

The eco-focused Panamera mixes a 3.0-litre supercharged V6 petrol engine with an eight-speed automatic transmission and an electric motor. It can, in theory, travel for up to 22 miles on electric power alone, and, unlike many other hybrids, it can also use its petrol engine to charge up the batteries when you're on the move.

The Panamera's not exactly a small car; it's five metres long and with all the hybrid tech and batteries on board, this edition weighs north of two and a half tonnes, but its figures are astonishing. This luxury four-seater can crack 0-62mph in less than six seconds, yet it manages to emit just 71g/km of CO₂.

That gives it real company car appeal, and exempts it from the

London Congestion Charge. It also qualifies for the Government's 100% first-year capital allowance, meaning high-end company owners can write all of its cost off from the firm's profits before paying tax. Porsche says that around a fifth of all Panameras sold in the UK this year will be E-Hybrids, in fact.

Our example has a few options, including the expensive blacked-out 20in wheels at £3134, and, more usefully, the excellent adaptive sports seats.

As with most hybrids, our everyday use will put the real-world fuel economy of the Panamera to the test. My commute is about 20 miles of motorway, and most of it is



Interior has all the usual Porsche trappings, with supportive sports seats



Performance is good despite weight



Our early economy looks promising

'This luxury car cracks 0-62mph in less than six seconds, yet emits only 71g/km of CO₂'

currently cloaked in a 50mph average speed limit. Still, this seems to suit the Porsche; if I leave the office after a full day of charging on our 32A socket, the Panamera is easily capable of getting to the motorway without using any petrol at all. Then I allow it to decide when to switch the engine on and off as I cruise down the M3, before forcing it back into pure-electric mode at the far end as I drive the final few miles to my house.

It's early days, of course, but I've already seen figures of 55mpg on the car's trip computer. That's not quite the official figure of 91mpg, but I reckon it's a fair starting point for something this big, comfy and fast. It's going to be interesting to see if it continues to surprise and impress over the coming months.



John McIlroy
John.McIlroy@haymarket.com

LOGBOOK

Porsche Panamera S E-Hybrid

Buying information

List price £89,327
Target Price £89,327
Price as tested £98,424
Extras 20in Panamera Sport wheels painted black (£3134); adaptive sports seats with memory package (£2276); full LED headlights including dynamic lighting system (£1907); Ruby Red metallic paint (£851); Sport Chrono Package (£576); universal audio interface (£224); and online services (£129)

Running costs

Test fuel economy 43.9mpg
True MPG tbc
CO₂/tax liability 71g/km/9%
Contract hire na
Cost per mile na
Insurance group 50
Typical quote £1195

Final report



Seat Leon Cupra 280

Our Cupra had impressive power but the cabin was only so-so

Run by Tom Webster

List price £27,510

Mileage 8904

Target Price £24,305

Price as tested £28,040

My rating ★★★★★

HOW OFTEN, WHEN considering a new car, have your eyes wandered to the uppermost limits of the model's price list and left you wondering what might be, before you settle on a much more sensible compromise?

Spending nine months living with the Seat Leon Cupra 280 allowed me a glimpse of what life would be like if you were allowed to ignore reality and treat yourself to the very top of the Leon range.

The first thing to consider is the price: this version costs £27,510. That is a hefty lump to pay for a Seat Leon, but it does buy you a pretty impressive car.

After all, this is the most powerful production Seat so far, with the 2.0-litre TSI engine producing 276bhp. This translates into a 0-62mph time of 5.8sec, and a top speed that is limited to 155mph.

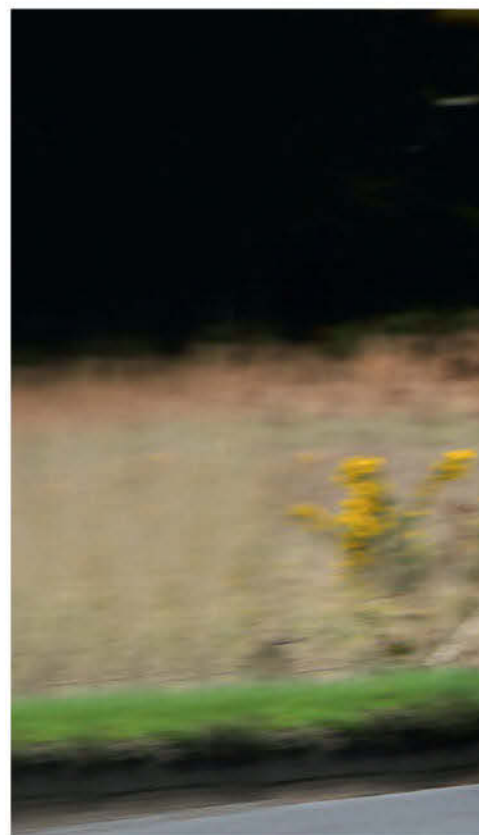
To control all this, the Cupra comes with a dynamic chassis control system as standard, along with three modes that allow you to tweak the throttle, exhaust and steering settings. By and large, though, this was something that was left untouched because the Cupra spent a lot of its time with me in the most comfortable setting, Normal. This made speed bumps more tolerable, and commutes more relaxed, a good thing at 7.45am in south London.

With Cupra mode on, even little pothole, speed hump or even manhole cover became wearing very quickly. As a result, the Cupra setting was kept as a treat for trips

out of town, like a holiday to the Lake District and drives to visit parents out in the New Forest, where it came into its own. The extra noise from the exhaust meant you didn't just get a soulless boost of power, though, because it offered a fantastic rasping noise that was clearly audible throughout the cabin.

The Sport button was another matter, though. Cupra was the go-to option for when we wanted to play, and Normal did perfectly well for the rest of the time. There was never really a moment where a mode that was neither one nor the other seemed appropriate.

With all this entertainment on hand, there was one big disappointment with the Cupra, and that was its interior. Even something like the tartan upholstery in the Golf GTI would set it apart from the standard cars





Leon met a post, and the post won



Plugging in a phone was a stretch



Cabin was comfortable, but we thought it could have looked more sporty



Cupra mode was a treat on occasion



Roomy, but the seats don't fold flat

'If it shouted more of its undoubted talents, it would warrant serious consideration'

in the Leon range, as the gloss black details were underwhelming.

The only issue we encountered with our Leon wasn't really the Seat's fault; in the first couple of weeks of our time with it a colleague absent-mindedly rolled it into a post. Back it went to Seat for a new front bumper and a repair to the bonnet.

Fuel economy, was another pleasing element, especially on long motorway journeys, where it was capable of just less than 40mpg. While in town, or pressing on, a low 30mpg figure was a more common sight.

After having had the opportunity to indulge our every whim as far as the Leon range is concerned, the question is whether it was worthwhile. Versus the Leon's rivals, it really was. Next to the similarly priced Golf GTI and Ford Focus ST,

the Leon offers a whole load of kit and performance for the money. If it shouted a little more of its undoubted talent by upping the drama in the cabin, then it would warrant serious consideration against its rivals.

Against the rest of the Leon range, though, it's a slightly different matter. There are some interesting alternatives lower down the range; the Leon 1.4TSI FR, for example, is a fantastic mix of entertainment and practicality. So you don't need to head to the top of the Leon range to have fun, but if you do go there then the Cupra 280 certainly won't disappoint.



Tom Webster
Tom.Webster@haymarket.com

WHAT IT COST

Seat Leon

2.0 TSI Cupra 280 5dr

Buying information

Price new £27,510

Price now new £27,510

Extras Nevada White metallic paint (£530)

Total price when new £28,040

Current part-ex value £17,475

Running costs

Overall fuel economy 32.5mpg

Worst fuel economy 26.2mpg

Best fuel economy 38.9mpg

True MPG
34.3mpg

Government economy 42.8mpg

CO₂/tax liability 154g/km/25%

Contract hire £335

Cost per mile 54p

Insurance group 33

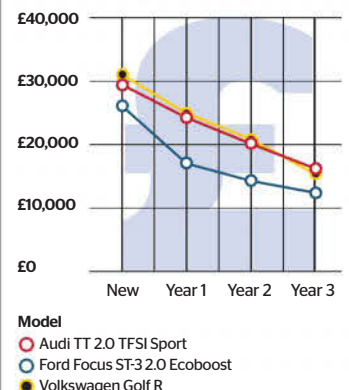
Typical quote £865

Servicing and repair costs

Servicing None

Repairs Bodywork repairs under insurance

Depreciation vs rivals



Leon Cupra was at its best on open and twisty roads



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Dacia Logan MCV 1.5 dCi Laureate

Mileage 2031
List price £10,795
Target Price £10,795
Average mpg 58.5
My rating ★★★★★

THE DACIA LOGAN has been put through its paces on a week's family holiday to East Sussex. I was completely confident all of our gear would fit in the sizeable boot, so packing was a lot less stressful than

usual. The boot swallowed all of our bags, buckets, spades and even my eldest boy's guitar, which he wanted to take this time.

However, on the motorway, things were more of a struggle. It's hard work overtaking with the Dacia, because you need to give it quite a bit of welly to get the speed up. It's not as nippy as my last long-term, the Suzuki SX4 S-Cross, for example.



Logan's spacious boot made light work of Michele's family's holiday gear

Once we'd left the fast roads, however, I was pleasantly surprised at how well the Logan coped with the twisty country roads and narrow lanes which led to Camber Sands, although the high gearing means that you need to be doing more than 30mph before you can go up to third gear, which is a little frustrating.

My two sons, aged eight and six, had a decent view out from the back seats, even though they no longer need to use booster seats. Thanks to this, there were only a couple of "Muum, I feel sick..." moments during the journey. I've found that cars with a more elevated seating position, such as the S-Cross, the Mazda CX-5 and the Nissan Qashqai, are better for avoiding car sickness in the rear seats.

The best thing, though, was that we only filled the Logan's fuel tank up once and still came back with just less than half a tank of diesel. Such impressive fuel economy definitely saved on the costs of our holiday, and meant we had more to spend in the arcades.



Michele Hall
Michele.Hall@haymarket.com

BMW 2 Series Active Tourer M Sport

Mileage 5070
List price £29,005
Target Price £27,170
Average mpg 42.6
My rating ★★★★★

A TRIP TO the Nürburgring for the 24-hour endurance race gave me a chance to stretch the legs of our long-term 2 Series Active Tourer.

I travelled up in convoy with my colleague Aaron Smith who was

driving a white Aston Martin V8 Vantage N40. Heads turned wherever we drove – sadly, not for me. I was jealous, but not for long.

That's because Aaron's Aston may have looked the part but its sporty ride and engine growl left him battered and bruised, while I arrived fresh as a daisy, thanks to the surprisingly comfortable 2 Series.

Surprising, because a quick glance at the M Sport badge and

18in alloys had me fearing the worst. However, even with the sporty setup and bigger wheels, it's a smooth runner, especially on those glorious continental roads.

The autobahn showed that our Active Tourer is more than just a comfortable people carrier, too, because it made light work of the unrestricted roads. You can also use the sport mode to sharpen the throttle response and stiffen the suspension further, if you're covering ground quickly. A heavy right foot doesn't seem to impact the refinement, either. Engine noise is well suppressed at all speeds.

Our 2 Series is, mostly, very generously equipped, but it's missing cruise control – a surprise omission from the kit list considering the car's suitability for high-mileage trips. It's a £240 optional extra, and I'd recommend adding it if you'll be covering lots of motorway miles.

It may not be particularly exciting, but the Active Tourer proved to be a fine companion on my 800-mile journey.



Doug Revolta
Doug.Revolta@haymarket.com



Our Active Tourer felt right at home on these fabulous continental roads

ROUND-UP



A6 is perfect for long distances

Audi A6 Avant 2.0 TDI Ultra S line

It's holiday time, so naturally everyone wants to borrow the Avant. It's the perfect car for the job, after all – it's spacious, quiet, luxurious and has a big boot. Add in its economical engine and large fuel tank and you've got the consummate long-distance machine. In fact, as you can see, it's literally been to the end of the country and back.

Barnaby.Jones@haymarket.com

Vauxhall Corsa 1.0 SRI VX-Line

I've discovered something about our Corsa's 1.0-litre engine. Yes, it's refined and economical, but I've also found it can be fun. Keep the revs above 3000rpm and this 113bhp motor takes on a different personality. Its characteristic burble matches its sprightly pulling power and, on the right road, it can be every bit as engaging and fun as Ford's much-praised 1.0-litre Ecoboost.

Darren.Moss@haymarket.com

Lexus NX300h Premier

Glacial is the only way to describe the time taken by the automatic tailgate on our NX to open or close. I've timed it as seven seconds from the time I first press the key fob to the completion of its actions. The presumption is you're starting the action as you walk towards the car, but often I'm standing right by it and have to wait.

Mark.Pearson@haymarket.com

Mazda 2 1.5 90 Sport Nav

I'm still getting used to the 2's high-idling 1.5 motor. I'm not alone, either. My colleague, Hilton Holloway, borrowed it recently and he said: "The Mazda has a very high idling speed when cold, so it can pull itself along without me using the accelerator pedal." I'll get used to it but it's a little disconcerting if you're driving the car for the first time.

Melanie.Falconer@haymarket.com

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City cars

LESS THAN £10,000



Best Buy

Skoda Citigo

Our pick 1.0 60 SE 5dr

List price £9485 **Target Price** £9092

MPG 62.8 **CO₂** 105g/km

For It's economical, solidly built and feels grown-up to drive. It's cheaper than the VW Up.

Against It's not as classy as the Up and the 59bhp engine can struggle at speed.

What Car? says ★★★★★



Seat Mii

Our pick 1.0 Ecomotive 3dr

List price £9530 **Target Price** £9252

MPG 68.9 **CO₂** 95g/km

For The Mii feels remarkably grown-up to drive, and is cheaper than the near-identical VW Up.

Against It's not as well finished inside as the Up and this version can feel slow on faster roads.

What Car? says ★★★★★



Fiat Panda

Our pick 1.2 Easy

List price £10,175 **Target Price** £9081

MPG 54.3 **CO₂** 120g/km

For It's practical, with five doors and decent space inside, and is cheap to buy and run.

Against The ride is unsettled, the cabin plastics are hard and it doesn't come with much kit.

What Car? says ★★★★★

£10,000-£11,000



Hyundai i10

Space and practicality used to be an afterthought in this class, but the i10 has both in spades. The four-cylinder 1.2-litre petrol engine is incredibly refined around town, while the car rides and steers nicely and it's remarkably easy to drive and park. In addition, the cabin uses high-quality materials, there's lots of space for four adults and there's a five-year warranty, all of which make the i10 the complete city car package.

Our pick 1.2 Premium

List price £10,970

Target Price £10,337

MPG 57.6 **CO₂** 114g/km

For It's comfortable, roomy and well equipped. The engine is gutsy enough for motorway use.

Against A Volkswagen Up is more enjoyable to drive and looks a bit classier inside.

What Car? says ★★★★★



Renault Twingo

Our pick 1.0 SCe 70 Dynamique S/S

List price £10,995 **Target Price** £10,640

MPG 67.3 **CO₂** 95g/km

For The cabin is spacious, the engine is refined and there are plenty of personalisation options.

Against Performance is disappointing and there's no clutch rest for your foot.

What Car? says ★★★★★



Fiat 500

Our pick 1.2 Pop

List price £10,690 **Target Price** £10,319

MPG 58.9 **CO₂** 113g/km

For Desirability, quirky looks, a fairly keen price and a petrol engine that loves to be revved.

Against The ride is jittery and the boot is extremely small.

What Car? says ★★★★★

MORE THAN £11,000



Best Buy

Volkswagen Up

Our pick 1.0 75 High Up 5dr

List price £11,875 **Target Price** £11,352

MPG 60.1 **CO₂** 108g/km

For Economical, spacious, comfortable and good to drive. Smarter than other city cars inside.

Against It looks a bit pricey compared with some rivals and the stereo sounds tinny.

What Car? says ★★★★★



Vauxhall Adam

Our pick 1.2 Jam S/S

List price £11,925 **Target Price** £11,132

MPG 57.6 **CO₂** 115g/km

For The engine is smooth, the seats are comfortable and you can personalise it.

Against It's noisy at speed, rear space is very tight and it's easy to overspend on options.

What Car? says ★★★★★



Peugeot 108

Our pick 1.2 VTi Allure Top 3dr

List price £12,095 **Target Price** £11,204

MPG 65.7 **CO₂** 99g/km

For Good equipment list includes a reversing camera and a full-length fabric sunroof.

Against Boot space and rear legroom are tight. It's a fair bit to pay for a city car.

What Car? says ★★★★★

Small cars

LESS THAN £12,000



Best Buy

Dacia Sandero

Our pick 1.2 Ambiance

List price £6795 **Target Price** £6795

MPG 48.7 **CO₂** 135g/km

For Lots of space for the money, plus a proven four-cylinder petrol engine from Renault.

Against The interior and equipment list are basic, while the low-speed ride is lumpy.

What Car? says ★★★★★



Suzuki Swift

Our pick 1.2 SZ3 3dr

List price £10,599 **Target Price** £10,056

MPG 56.5 **CO₂** 116g/km

For Lots of equipment as standard and a smart cabin. It's also fun to drive.

Against The engine is noisy and a little gutless at motorway speeds.

What Car? says ★★★★★



Seat Ibiza

Our pick 1.4 85 SE 5dr

List price £13,095 **Target Price** £11,768

MPG 47.9 **CO₂** 139g/km

For Rides and handles well, and comes with a generous standard kit list.

Against Running costs could be lower and interior quality is merely average.

What Car? says ★★★★★

£12,000-£14,000



Skoda Fabia

The fact that the Fabia is our favourite small car (and Car of the Year 2015) is hugely impressive, considering the hugely talented rivals it has had to overcome. The 1.2 TSI engine is smooth yet powerful and economical; it feels more than comfortable on the motorway. SE trim makes most sense, with alloys, a DAB radio, Bluetooth, air-con and rear parking sensors, and the boot is one of the biggest in the class.

Our pick 1.2 TSI 90 SE

List price £13,450

Target Price £12,441

MPG 60.1 **CO₂** 107g/km

For There's plenty of space, it handles well and the infotainment set-up is slick.

Against Cabin quality could be better and the ride is unsettled at low speeds.

What Car? says ★★★★★



Volkswagen Polo

Our pick 1.2 TSI 90 SE 5dr

List price £14,410 **Target Price** £13,330

MPG 60.7 **CO₂** 107g/km

For Smooth, flexible engine, classy cabin, superb touchscreen system and excellent resale values.

Against The ride is a bit unsettled and a Ford Fiesta is far more fun to drive.

What Car? says ★★★★★



Ford Fiesta

Our pick 1.0T Ecoboost 100 Zetec 5dr

List price £14,795 **Target Price** £13,286

MPG 65.7 **CO₂** 99g/km

For Stylish looks, superb handling and a ride that's well suited to British roads.

Against Some of the cabin materials feel a little cheap and the stereo controls are fiddly.

What Car? says ★★★★★

MORE THAN £14,000



Best Buy

Mini Hatch 5dr

Our pick Cooper 1.5T Chili Media

List price £19,735 **Target Price** £18,756

MPG 60.1 **CO₂** 109g/km

For As fun to drive as the three-door, but with useable rear space and a half-decent boot.

Against The rear door openings are pretty narrow and there's wind and road noise.

What Car? says ★★★★★



Audi A1

Our pick 1.4 TFSI 125 Sport

List price £16,730 **Target Price** £15,944

MPG 57.6 **CO₂** 115g/km

For Stylish looks, a high-quality cabin, refined engine and rock-solid resale values.

Against Ride can jar on poorly surfaced urban roads. Rear-seat space is tight.

What Car? says ★★★★★



Renault Clio

Our pick 1.5 dCi 90 Dynamique Media Nav

List price £15,975 **Target Price** £14,699

MPG 83.1 **CO₂** 90g/km

For Lots of space and kit, a stylish cabin and impressive cruising refinement and comfort.

Against The handling fails to inspire, while the dashboard plastics look cheap.

What Car? says ★★★★★

Family cars

LESS THAN £16,000



Best Buy

Nissan Pulsar

Our pick 1.2 DIG-T Visia

List price £15,995 **Target Price** £14,824

MPG 56.5 **CO₂** 117g/km

For There's plenty of room for occupants and their luggage, and there's lot of equipment.

Against Several rivals have stronger resale values and lower running costs.

What Car? says ★★★★★



Seat Leon

Our pick 1.2 TSI 110 S

List price £16,115 **Target Price** £14,228

MPG 57.6 **CO₂** 114g/km

For The engine is refined, running costs are low and S trim has a decent amount of equipment.

Against Some of the cabin plastics feel cheap and it could be more refined on the motorway.

What Car? says ★★★★★



Hyundai i30

Our pick 1.4 100 S

List price £15,195 **Target Price** £13,695

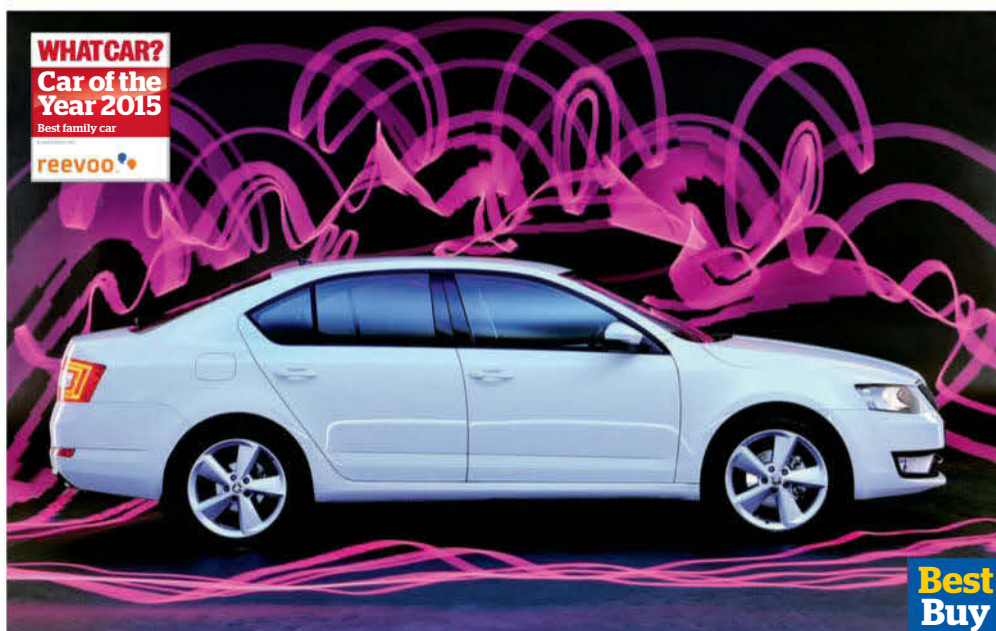
MPG 47.1 **CO₂** 138g/km

For Roomy, well-made cabin. The i30 rides well and the engine is flexible.

Against The steering is lifeless and some drivers may want more power.

What Car? says ★★★★★

£16,000-£19,000



Best Buy

Skoda Octavia

The Octavia is so much more than just dependable family transport. The cabin materials and driving position are just as top notch as you'll find in its sister car, the Volkswagen Golf, so drivers of all shapes and sizes will be comfortable. It's also cheaper to run than many of its rivals, and big discounts are possible. Its 590-litre boot also dwarfs anything else available in this class.

Our pick 1.2 TSI 105 SE

List price £17,875

Target Price £16,434

MPG 57.7 **CO₂** 114g/km

For Lots of space, a high quality cabin and a smooth engine for a competitive price.

Against Unsettled low-speed ride and there's a bit too much wind noise on the motorway.

What Car? says ★★★★★



Kia Cee'd

Our pick 1.6 CRDi 126 2 ISG

List price £18,695 **Target Price** £16,782

MPG 74.3 **CO₂** 100g/km

For Great value for money given the space, quality and equipment it offers.

Against Not as good to drive as some rivals and there's a lot of tyre noise on most surfaces.

What Car? says ★★★★★



Ford Focus

Our pick 1.0T 125 Ecoboost Zetec

List price £19,095 **Target Price** £16,687

MPG 60.1 **CO₂** 108g/km

For Great to drive, with a refined engine, low running costs and easy-to-use infotainment.

Against Rivals are either cheaper to buy and offer more space or feel better built.

What Car? says ★★★★★

MORE THAN £19,000



Best Buy

Audi A3 Sportback

Our pick 1.4 TFSI 150 ACT SE

List price £21,385 **Target Price** £19,833

MPG 60.1 **CO₂** 109g/km

For Strong, efficient petrol engine, a beautifully built cabin and good resale values.

Against The low-speed ride is a shade firm and you can find more space for this money.

What Car? says ★★★★★



Skoda Superb

Our pick 2.0 TDI 150 SE Business

List price £22,090 **Target Price** £21,229

MPG 68.9 **CO₂** 108g/km

For Masses of space for passengers and luggage, it's well equipped and the list price is keen.

Against Unsettled ride on standard suspension and there's a step in the boot floor with the seats folded.

What Car? says ★★★★★



Volkswagen Golf

Our pick 2.0 TDI 150 Match 5dr

List price £23,325 **Target Price** £21,380

MPG 68.9 **CO₂** 106g/km

For The Golf is brilliant to drive, refined and practical. This version is efficient and well kitted.

Against Cheaper Golfs make more financial sense. The cabin isn't as snazzy as an Audi A3's.

What Car? says ★★★★★

Executive cars

LESS THAN £25,000



Best Buy

Volkswagen Passat

Our pick 2.0 TDI 150 SE

List price £24,585 **Target Price** £22,591

MPG 67.3 **CO₂** 106g/km

For Drives very well, with a good ride and refined diesel engine. The interior is top notch.

Against Some rivals are more practical, while the dashboard design is a bit dull.

What Car? says ★★★★★



Audi A3 Saloon

Our pick 2.0 TDI 150 Sport

List price £24,785 **Target Price** £23,038

MPG 70.6 **CO₂** 105g/km

For It handles well, the engine is strong and the cabin is beautifully built.

Against It costs more than the A3 Sportback, despite having a less practical boot.

What Car? says ★★★★★



Volvo S60

Our pick 2.0 D4 Business Edition

List price £23,195 **Target Price** £23,195

MPG 74.3 **CO₂** 99g/km

For It's tax-efficient, comfortable, classy inside, and has lots of convenience and safety kit.

Against The steering and gearchange are vague, and most rivals have bigger boots.

What Car? says ★★★★★

£25,000-£30,000



Best Buy

BMW 5 Series

The 5 Series costs virtually the same as smaller rivals after discounts. In part, this is because the 520d is so well equipped, with sat-nav and leather as standard, but it also has remarkably low emissions and low company car tax costs. Its interior feels nicer than most rivals', refinement is outstanding and the eight-speed auto is sublime. Just make sure you spec the adaptive dampers for the best ride quality.

Our pick 520d SE automatic

List price £33,915

Target Price £29,064

MPG 68.9 **CO₂** 109g/km

For Impressively refined, economical and tax-efficient. The cabin is exquisitely assembled.

Against It needs the optional Variable Damper Control to make it ride and handle properly.

What Car? says ★★★★★



Audi A6

Our pick 2.0 TDI 190 Ultra SE S tronic

List price £33,825 **Target Price** £29,661

MPG 67.3 **CO₂** 109g/km

For A supremely refined and efficient diesel engine, and a spacious and plush interior.

Against It's not as rewarding to drive as a Jaguar XF, and some of the minor controls are fiddly.

What Car? says ★★★★★



Jaguar XE

Our pick 2.0d 163 SE

List price £29,775 **Target Price** £29,775

MPG 75.0 **CO₂** 99g/km

For Handles brilliantly, rides very well, it's well equipped and CO₂ emissions are low.

Against Rear leg room isn't as good as in the BMW 3 Series and performance is average.

What Car? says ★★★★★

MORE THAN £30,000



Best Buy

Audi A7 Sportback

Our pick 3.0 TDI 218 Ultra SE Executive

List price £45,915 **Target Price** £39,972

MPG 58.9 **CO₂** 124g/km

For An incredibly quiet and efficient engine, a luxurious interior and a large boot.

Against There's a bit too much wind and road noise, and rivals offer more rear-seat headroom.

What Car? says ★★★★★



Mercedes-Benz C-Class

Our pick C300 Hybrid SE

List price £35,045 **Target Price** £32,016

MPG 78.5 **CO₂** 94g/km

For It's cheap to run as a company car, and has a smart cabin and lots of safety kit.

Against The diesel engine is gruff and there's too much road and wind noise at speed.

What Car? says ★★★★★



Mercedes-Benz CLS

Our pick 350 Bluetec

List price £49,950 **Target Price** £45,323

MPG 52.3 **CO₂** 142g/km

For Hugely desirable and combines superb refinement with strong performance.

Against It's expensive and the ride isn't as cossetting as an E-Class's.

What Car? says ★★★★★

Luxury cars

LESS THAN £70,000



Mercedes-Benz S-Class

The S-Class is a supreme luxury car that feels like it should cost double what it does. The key strengths of the S350 are its beautifully finished cabin and impressively refined 3.0-litre diesel engine. The S-Class is comfortable, too, with a sumptuous high-speed ride, and there's plenty of easy-to-use technology on board. To cap it all, the S350's relatively low emissions make it an attractive company car option.

Our pick S350 Bluetec L SE Line
List price £66,910
Target Price £62,542
MPG 50.4 **CO₂** 148g/km
For Mixes a supremely comfortable ride with superb refinement. The cabin is sumptuous.
Against Some of the most desirable equipment costs extra, including the clever safety aids.
What Car? says ★★★★★



Jaguar XJ
Our pick 3.0D V6 Luxury
List price £56,870 **Target Price** £50,825
MPG 46.3 **CO₂** 159g/km
For Combines agile handling with a punchy engine. It's lavishly equipped, too.
Against You sit low in the back, yet headroom is a bit tight. The ride could be more comfortable.
What Car? says ★★★★★



Audi A8
Our pick 3.0 TDI 258 SE Executive L quattro
List price £66,150 **Target Price** £54,793
MPG 47.1 **CO₂** 158g/km
For It's refined, well equipped and superbly made. The diesel engine is strong and efficient.
Against You have to go for this pricier L model to get the rear space most buyers expect.
What Car? says ★★★★★

£70,000-£100,000



Range Rover
Our pick 3.0 TDV6 Vogue SE
List price £81,850 **Target Price** £81,850
MPG 40.9 **CO₂** 182g/km
For Brilliant on and off road. The high-quality cabin is a fabulous place to spend time.
Against It's pricey to buy and will be more expensive to run than a luxury saloon.
What Car? says ★★★★★



Mercedes-Benz S-Class
Our pick S500 L AMG Line
List price £88,400 **Target Price** £82,644
MPG 31.7 **CO₂** 207g/km
For Superbly quiet and comfortable, and the cabin is as huge as it is classy.
Against It costs a lot more to buy and run than a diesel version. Magic Body Control costs extra.
What Car? says ★★★★★



Jaguar XJR
Our pick 5.0 V8
List price £92,395 **Target Price** £82,622
MPG 24.4 **CO₂** 270g/km
For Delivers supercar pace with impressive comfort and refinement.
Against Body control isn't great and the 3.0-litre diesel XJ makes more sense.
What Car? says ★★★★★

MORE THAN £100,000



Rolls-Royce Ghost
Our pick LWB
List price £230,000 **Target Price** £230,000
MPG 20.8 **CO₂** 317g/km
For The interior is as opulent as the Phantom's and the V12 engine is refined and potent.
Against The low-speed ride is a little pattery over broken road surfaces.
What Car? says ★★★★★



Range Rover
Our pick 4.4 SDV8 Autobiography LWB
List price £106,250 **Target Price** £106,250
MPG 33.6 **CO₂** 219g/km
For Vast cabin is a wonderful place from which to survey the outside world. It's refined, too.
Against Feels its size in town and the steering requires lots of arm-twirling at parking speeds.
What Car? says ★★★★★



Mercedes-Benz S-Class
Our pick S63 AMG L
List price £119,845 **Target Price** £115,211
MPG 28.0 **CO₂** 237g/km
For Staggering performance, a comfortable ride and a luxurious cabin that's stacked with kit.
Against Costs a lot to buy and run. The gearbox can dither when pulling away from a standstill.
What Car? says ★★★★★

All vehicles are Brand new with delivery mileage, the price below is the price you pay.

Ford Fiesta Titanium 1.0 Ecoboost 100ps

5 door
17 inch alloys
Metallic Paint
City Pack

Save 30%



£11,950 OTR

Fuel Consumption in mpg (l/100km) urban 55.4 (5.1) Extra Urban 74.3 (3.8) Combined 65.7 (4.3) Co2 99g/km

Ford Fiesta Titanium 1.5D 75ps

5 door
17 inch alloys
Metallic Paint
City Pack

Save 30%



£11,950 OTR

Fuel Consumption in mpg (l/100km) urban 64.2 (4.4) Extra Urban 85.6 (3.3) Combined 76.4 (3.7) Co2 98g/km

Ford Fiesta Style 1.25 5 door

Heated Front Screen
Trip computer
City Pack
Ford Sync

Save 35%



£8,750 OTR

Fuel Consumption in mpg (l/100km) urban 55.4 (5.1)
Extra Urban 74.3 (3.8) Combined 65.7 (4.3) Co2 99g/km

Ford Fiesta Style 1.5D 5 door

Heated Front Screen
Trip computer
City Pack
Ford Sync

Save 35%



£9,950 OTR

Fuel Consumption in mpg (l/100km) urban 64.2 (4.4)
Extra Urban 85.6 (3.3) Combined 76.4 (3.7) Co2 99g/km

Fiat Panda 1.2 Easy

Air Con
Metallic paint
Front fogs

Save 28%



£7,950 OTR

Fuel Consumption in mpg (l/100km) urban 42.2 (6.7)
Extra Urban 65.7 (4.3) Combined 54.3 (5.2) Co2 99g/km

Fiat 500 Lounge 1.2

Metallic Paint

Save 25%



£9,750 OTR

Fuel Consumption in mpg (l/100km) urban 49.6 (5.7/100km)
Extra Urban 54.7 (4.3/100km) Combined 49.04 (4.8 100km) Co2 111g/km

Fiat 500 Lounge 1.2 Cabriolet

White / Red Roof

Save 22%



£11,750 OTR

Fuel Consumption in mpg (l/100km) urban 49.6 (5.7)
Extra Urban 54.7 (4.3) Combined 49.04 (4.8) Co2 111g/km

Fiat Doblo 1.6D MJ 7 seats

Family Pack
Air Con
7 Seats
White

Save 28%



£12,500 OTR

Fuel Consumption in mpg (l/100km) urban 60.1 (6.1)
Extra Urban 46.3 (4.7) Combined 54.3 (5.2) Co2 138g/km

Ford Transit Courier 1.6D 95ps

Trend with Air con
Heated Screen
Rear Parking
sensors
Ford Sync
Sat Nav

Save 33%



£9,950+VAT

Fuel Consumption in mpg (l/100km) urban 60.1 (4.7)
Extra Urban 78.5 (3.6) Combined 70.6 (4.0) Co2 103g/km

Hyundai i30 Active 1.4 Petrol

Save 30%



£11,500 OTR

Fuel Consumption in mpg (l/100km) urban 35.8 (7.9)
Extra Urban 57.6 (4.9) Combined 47.10 (6.1) Co2 139g/km

Fiat Punto 1.3 MJ D

Air Con

Save 35%



£7495 + VAT

Fuel Consumption in mpg (l/100km) urban 37.9 (6.2)
Extra Urban 67.19 (3.5) Combined 55.29 (4.5) Co2 103g/km

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Best Buy

Kia Cee'd Sportswagon

Our pick 1.4 CRDi 89 1 ISG
List price £17,295 **Target Price** £16,184
MPG 67.3 **CO₂** 109g/km

For Lots of space, a high-quality cabin and plenty of equipment for a low price.

Against It's not as good to drive as many rivals and road noise is an issue on coarse surfaces.

What Car? says ★★★★★



Skoda Octavia Estate

Our pick 1.4 TSI 140 SE
List price £19,880 **Target Price** £18,272
MPG 53.3 **CO₂** 121g/km

For Offers loads of boot and cabin space and equipment for a competitive price.

Against The ride is unsettled and you need to work the engine hard with a full load on board.

What Car? says ★★★★★



Peugeot 308 SW

Our pick 1.2 110 Active
List price £18,845 **Target Price** £17,469
MPG 60.1 **CO₂** 109g/km

For A smooth, willing engine and a smart interior with a decent amount of standard kit.

Against There's plenty of body lean in corners and rear space isn't great for adults.

What Car? says ★★★★★

£19,000-£25,000



Best Buy

Ford Mondeo Estate

This is one of the only full-size estates with CO₂ emissions below 100g/km, making it a very attractive choice for company car drivers. It's great to drive, too, with precise steering, a beautifully smooth ride on the standard 16in alloys and well-weighted controls, while the 1.6-litre diesel is nearly as refined as the 2.0-litre TDCi. Zetec trim adds a heated windscreen, power folding door mirrors and front foglights.

Our pick 1.6 TDCi 115 Econetic Zetec

List price £23,345
Target Price £21,352
MPG 74.3 **CO₂** 99g/km

For It's great to drive, has very low emissions and the boot is massive.

Against Resale values aren't as strong as rivals' and perceived cabin quality is so-so.

What Car? says ★★★★★



Volkswagen Passat Estate

Our pick 1.6 TDI 120 SE
List price £25,010 **Target Price** £22,980
MPG 68.9 **CO₂** 107g/km

For Cabin quality is impressive, there's plenty of space and kit, and it's relaxing to drive.

Against Engine refinement is only average, while the dashboard design is a bit boring.

What Car? says ★★★★★



Volkswagen Golf Estate

Our pick 1.6 TDI 105 SE
List price £22,085 **Target Price** £20,246
MPG 72.4 **CO₂** 102g/km

For It's got a big boot, lots of practical touches and a supple ride. Resale values are good.

Against The equivalent Skoda Octavia Estate is cheaper and has more rear-seat space.

What Car? says ★★★★★

MORE THAN £25,000



Best Buy

BMW 5 Series Touring

Our pick 520d SE automatic
List price £36,115 **Target Price** £31,346
MPG 62.8 **CO₂** 118g/km

For It's comfortable, has loads of space and a punchy, efficient engine. The cabin is gorgeous.

Against You must add the optional adaptive suspension to make it ride and handle well.

What Car? says ★★★★★



Audi A6 Avant

Our pick 2.0 TDI 190 Ultra SE
List price £34,345 **Target Price** £30,208
MPG 62.8 **CO₂** 118g/km

For Refined, efficient and luxurious, with a spacious interior and plenty of equipment.

Against The steering is numb, while the ride on optional larger wheels is too firm.

What Car? says ★★★★★



Volkswagen Passat Estate

Our pick 2.0D 150 SE Business
List price £26,790 **Target Price** £25,005
MPG 67.3 **CO₂** 107g/km

For It's good to drive, has a good-quality cabin and offers more space than ever before.

Against The Golf Estate doesn't have much less space and is a fair bit cheaper.

What Car? says ★★★★★

MPVs

LESS THAN £17,000



Best Buy

Citroën C3 Picasso

Our pick 1.4 VTi 95 VTR+

List price £15,145 **Target Price** £12,490

MPG 44.8 **CO₂** 145g/km

For The interior is spacious and the boot is big. Ride comfort and refinement impress.

Against Some rivals are cheaper and the engine feels a bit weedy on faster roads.

What Car? says ★★★★★



Ford B-Max

Our pick 1.4 90 Zetec

List price £14,895 **Target Price** £13,245

MPG 47.1 **CO₂** 139g/km

For The engine is eager, Zetec trim brings plenty of kit and rear-seat access is easy.

Against There are only five forward gears, so motorway driving can be tiresome.

What Car? says ★★★★★



Peugeot Partner Tepee

Our pick 1.6 BlueHDI 100 Active 7st

List price £17,180 **Target Price** £16,140

MPG 68.9 **CO₂** 109g/km

For Good value for a seven-seat MPV and there are plenty of storage cubbies.

Against You don't get much equipment, the ride quality is below par and the plastics are poor.

What Car? says ★★★★★

£17,000-£22,000



Best Buy

Citroën Grand C4 Picasso

The Grand C4 Picasso's rear two seats can accommodate two adults, which is rare among seven-seat MPVs. It also has three individually sliding and reclining middle-row seats, each of which will take most child seats. This 1.6-litre diesel performed strongly in our True MPG tests, despite being powerful enough to haul around a full load. Exclusive trim brings climate control, rear parking sensors and camera and sat-nav.

Our pick 1.6 e-HDi 115 Exclusive

List price £23,510

Target Price £21,339

MPG 70.6 **CO₂** 105g/km

For Spacious cabin, superb visibility and an economical engine. You get plenty of kit, too.

Against The manual gearbox is notchy and the touch-screen control system is fiddly.

What Car? says ★★★★★



Vauxhall Zafira Tourer

Our pick 1.6 CDTi 136 Tech Line

List price £23,690 **Target Price** £21,725

MPG 68.9 **CO₂** 109g/km

For A roomy interior, low ownership costs and a strong diesel engine. It rides and handles well.

Against The dashboard is drab and cluttered, and access to the rear seats could be better.

What Car? says ★★★★★



Kia Carens

Our pick 1.7 CRDi 114 I ISG

List price £19,590 **Target Price** £18,087

MPG 60.1 **CO₂** 124g/km

For Space for seven, a smooth, economical engine and a comfortable ride.

Against It's pretty ordinary to drive and getting into the third row of seats can prove a challenge.

What Car? says ★★★★★

MORE THAN £22,000



Best Buy

Seat Alhambra

Our pick 2.0 TDI 140 Ecomotive S

List price £25,630 **Target Price** £23,700

MPG 50.4 **CO₂** 146g/km

For Incredibly roomy and practical, yet relatively affordable. It's refined and comfortable, too.

Against The size means parking can be tricky, and the rearmost seats could be easier to fold.

What Car? says ★★★★★



Ford Galaxy

Our pick 2.0 TDCi 150 Zetec

List price £28,345 **Target Price** £27,360

MPG 56.5 **CO₂** 129g/km

For The cabin is big, practical and well equipped. It's fun, comfortable and relaxing to drive.

Against It's pricier than the Seat Alhambra to buy and the steering weight is oddly inconsistent.

What Car? says ★★★★★



Ford Tourneo Custom

Our pick 2.2 TDCi 125 LWB Limited

List price £32,295 **Target Price** £32,295

MPG 43.5 **CO₂** 172g/km

For Can seat up to nine and the boot is huge. Comfort and refinement are impressive.

Against The seats don't fold away into the floor, so it's not as versatile as other MPVs.

What Car? says ★★★★★

Small SUVs

LESS THAN £16,000



Best Buy

Suzuki Vitara

Our pick 1.6 SZ-T 2WD
List price £15,499 **Target Price** £15,499
MPG 53.3 **CO₂** 123g/km

For The Vitara is good to drive, has a practical interior and comes with lots of equipment.

Against CO₂ emissions are comparatively high and the steering weight is too light.

What Car? says ★★★★★



Renault Captur

Our pick 0.9 Tce 90 Dynamique Media Nav
List price £15,395 **Target Price** £14,020
MPG 56.5 **CO₂** 115g/km

For It's refined, well equipped and roomy for four adults. The sliding rear bench is practical.

Against The interior plastics feel hard and cheap, while the engine is underpowered.

What Car? says ★★★★★



Citroën C4 Cactus

Our pick 1.2 110 Feel S/S
List price £15,890 **Target Price** £15,111
MPG 60.1 **CO₂** 107g/km

For It's remarkably cheap to run, looks striking, and the engine is strong and smooth.

Against The ride can be crashy on scarred roads and the infotainment system is fiddly.

What Car? says ★★★★★

£16,000-£22,000



Best Buy

Nissan Qashqai

Our 2014 Car of the Year continues to impress, with a well-finished, practical cabin, a chassis that's well suited to Britain's roads and a refined, economical 1.5 diesel. N-tec trim is a bit more expensive than Acenta, but you can get a fair bit of money off if you haggle. The kit list is impressive, too, with sat-nav, dual-zone climate control, DAB radio, keyless entry and a lane departure warning system as standard.

Our pick 1.5 dCi 110 N-tec 2WD

List price £23,450

Target Price £21,904

MPG 74.3 **CO₂** 99g/km

For A practical and classy cabin, a comfortable ride, superb refinement and low running costs.

Against It's a little pricey, and the thick front and rear pillars limit visibility.

What Car? says ★★★★★



Skoda Yeti

Our pick 1.2 TSI 105 SE
List price £18,425 **Target Price** £16,994

MPG 46.3 **CO₂** 142g/km

For Lots of cabin space, sharp steering and fine body control. The petrol engine is punchy.

Against The ride is unsettled and there's too much wind and road noise at motorway speeds.

What Car? says ★★★★★



Suzuki SX4 S-Cross

Our pick 1.6 DDiS SZ4
List price £17,999 **Target Price** £17,105

MPG 67.0 **CO₂** 110g/km

For Standard equipment is generous, running costs are low and the handling is composed.

Against The cabin plastics look cheap and the S-Cross thumps over urban bumps.

What Car? says ★★★★★

MORE THAN £22,000



Best Buy

Nissan Qashqai

Our pick 1.6 dCi Tekna 2WD
List price £26,800 **Target Price** £25,032
MPG 65.7 **CO₂** 115g/km

For Larger diesel engine brings strong performance, and Tekna trim adds lots of kit.

Against The 1.5 diesel is even better. This version is a fair bit pricier than our favourite.

What Car? says ★★★★★



Range Rover Evoque

Our pick 2.2 SD4 190 Pure automatic
List price £33,305 **Target Price** £31,928
MPG 47.1 **CO₂** 159g/km

For It's desirable, offers strong performance and is surprisingly capable off road.

Against Not as practical as rivals, it's expensive to run and the ride is fidgety in town.

What Car? says ★★★★★



Volkswagen Tiguan

Our pick 2.0 TDI 140 B'M Match 2WD
List price £25,150 **Target Price** £23,120
MPG 53.3 **CO₂** 138g/km

For The engine is smooth and flexible, the well-equipped cabin uses quality materials.

Against Front-wheel drive limits its off-road potential and the engine could be quieter.

What Car? says ★★★★★

Large SUVs

LESS THAN £25,000



Best Buy

Mazda CX-5

Our pick 2.2 Skyactiv-D 150 SE-L 2WD
List price £24,095 **Target Price** £22,330
MPG 61.4 **CO₂** 119g/km

For Lots of space and kit for a good price, while CO₂ emissions and economy are impressive.

Against Firm low-speed ride, and wind and road noise can intrude at speed.

What Car? says ★★★★★



Nissan X-Trail

Our pick 1.6 dCi Acenta 2WD
List price £24,995 **Target Price** £22,980
MPG 57.6 **CO₂** 129g/km

For It's comfortable, has a spacious and classy interior, a large boot and lots of equipment.

Against Body control is sloppy and the diesel engine is noisy.

What Car? says ★★★★★



Honda CR-V

Our pick 1.6 i-DTEC 120 SE
List price £25,570 **Target Price** £23,744
MPG 64.2 **CO₂** 115g/km

For The engine is economical and powerful, while there's plenty of space in the cabin and boot.

Against Performance is flat at low revs and the engine sounds coarse at high revs.

What Car? says ★★★★★

£25,000-£40,000



Best Buy

BMW X3

Our pick xDrive20d SE automatic
List price £34,820 **Target Price** £33,577
MPG 56.5 **CO₂** 131g/km

For It's spacious and efficient, and good to drive with the optional adaptive suspension fitted.

Against Some may find the steering too heavy and the optional extras are expensive.

What Car? says ★★★★★



Kia Sorento

Our pick 2.2 CRDi KX-2 automatic
List price £33,745 **Target Price** £32,055
MPG 42.2 **CO₂** 177g/km

For Roomy seven-seater with a comfortable ride and a smart, user-friendly interior.

Against Emissions and economy are relatively high and the steering feels pretty vague.

What Car? says ★★★★★



WHATCAR?
Car of the Year 2015
Safety award
Performance

Land Rover Discovery Sport

Our pick 2.2 SD4 SE automatic
List price £34,195 **Target Price** £34,195
MPG 44.8 **CO₂** 166g/km

For It handles well, the cabin is smart and practical and resale values are strong.

Against The engine is gruff and not very efficient, and there's limited room in the rearmost seats.

What Car? says ★★★★★

MORE THAN £40,000



Best Buy

Range Rover Sport

The Range Rover Sport has all the pomp and circumstance of the full-on Range Rover, yet it's much better to drive and comes with the option of seven seats. The 302bhp 3.0 V6 diesel gives it sprightly acceleration, while HSE spec brings sat-nav, leather, climate control and parking sensors. Avoid the V8 engines; they might have more power, but they don't make the Sport any more fun to drive.

Our pick 3.0 SDV6 HSE

List price £61,950
Target Price £61,950
MPG 40.5 **CO₂** 185g/km

For The Sport is a quiet cruiser with a classy, roomy interior and a comfortable ride.

Against It's expensive to buy and the touch-screen system is slow and fiddly.

What Car? says ★★★★★



Volvo XC90

Our pick D5 Momentum
List price £45,750 **Target Price** £45,750
MPG 49.6 **CO₂** 149g/km

For It has a big, classy interior, a refined diesel engine and lots of standard equipment.

Against The ride isn't as smooth as you'd think and there's plenty of suspension noise.

What Car? says ★★★★★



Porsche Macan

Our pick S Diesel
List price £44,871 **Target Price** £44,871
MPG 46.3 **CO₂** 159g/km

For Fantastic handling, top-notch interior quality, and a refined and punchy diesel engine.

Against Most rivals are roomier and the standard equipment list is a bit stingy.

What Car? says ★★★★★

Convertibles

LESS THAN £20,000



Best Buy

Volkswagen Beetle Cabriolet

Our pick 1.2 TSI 105

List price £19,230 **Target Price** £16,771

MPG 50.4 **CO₂** 129g/km

For It looks like nothing else and will hold its value well. The engine is smooth.

Against There's not much space in the rear seats and the ride is unsettled.

What Car? says ★★★★★



Citroën DS3 Cabriolet

Our pick 1.2 Puretech 110 DStyle

List price £17,995 **Target Price** £16,786

MPG 60.1 **CO₂** 107g/km

For The interior is chic, classy and well equipped and the engine is strong and flexible.

Against The roof pillars stay in place, so it's not a full open-top. Rear visibility is awful.

What Car? says ★★★★★



Fiat 500C

Our pick 1.2 Lounge S/S

List price £15,090 **Target Price** £14,522

MPG 58.9 **CO₂** 113g/km

For It's cheap to run, decent to drive and this trim brings a few extras such as parking sensors.

Against Performance is so-so, the ride is fidgety and rear visibility is poor with the roof down.

What Car? says ★★★★★

£20,000-£35,000



Best Buy

Audi A3 Cabriolet

No rival comes close to matching the superb cabin quality, rock-solid resale values and tax-friendly emissions of the brilliant A3 Cabriolet. It's one of the best open-tops if you're looking for driving thrills, with lots of grip, minimal body roll and precise steering. The 1.4 engine uses clever cylinder-on-demand tech to cut emissions. Just make sure you opt for the no-cost softer suspension.

Our pick 1.4 TFSI 150 Sport

List price £27,525

Target Price £25,512

MPG 56.5 **CO₂** 116g/km

For It's comfortable and good to drive, and the cabin is classy. The boot is a good size.

Against Roof-down driving is blustery without the optional wind deflector raised.

What Car? says ★★★★★



BMW 2 Series Convertible

Our pick 220d Sport

List price £29,965 **Target Price** £29,965

MPG 64.2 **CO₂** 116g/km

For Sport trim brings lots of equipment, the 2 Series is good to drive and iDrive is easy to use.

Against The manual gearbox isn't the slickest and the diesel engine isn't as refined as some rivals'.

What Car? says ★★★★★



Volkswagen Golf Cabriolet

Our pick 1.4 TSI 122 SE

List price £23,815 **Target Price** £20,882

MPG 44.1 **CO₂** 149g/km

For It handles well, there's plenty of space for four and the roof is quick to operate.

Against There's a bit too much wind noise on the motorway and the boot opening is small.

What Car? says ★★★★★

MORE THAN £35,000



Best Buy

Audi TT Roadster

Our pick 2.0 TFSI quattro S line S tronic

List price £37,595 **Target Price** £36,493

MPG 40.9 **CO₂** 158g/km

For The soft-topped TT is brilliant to drive, has a stunning interior and is refined with the roof up.

Against There's more wind buffeting than you might expect with the roof down.

What Car? says ★★★★★



Mercedes-Benz E-Class Cabriolet

Our pick E220 Bluetec SE automatic

List price £41,505 **Target Price** £36,424

MPG 58.9 **CO₂** 126g/km

For It's relaxing to drive and the diesel engine is efficient. It's nicely finished inside.

Against The engine can sound gruff and there's not much room in the boot.

What Car? says ★★★★★



Mercedes-Benz SL

Our pick SL400

List price £72,505 **Target Price** £64,705

MPG 36.7 **CO₂** 178g/km

For Combines impressive performance with a supple ride and superb refinement.

Against The gearbox can be hesitant and some of the controls are fiddly.

What Car? says ★★★★★

Hot hatches

LESS THAN £15,000



Best Buy

Suzuki Swift Sport

Our pick 3dr

List price £13,999 **Target Price** £13,476

MPG 44.1 **CO₂** 147g/km

For Loves to be thrashed, thanks to a rev-hungry engine and snappy gearchange.

Against The cabin is plain, so there's none of the 'wow' factor that hot hatch buyers crave.

What Car? says ★★★★★



Seat Ibiza SC FR

Our pick 1.4 TSI 140

List price £15,495 **Target Price** £13,908

MPG 60.1 **CO₂** 109g/km

For Gutsy engine, low running costs, plenty of equipment and a spacious interior.

Against Some rivals are more fun to drive and the cabin plastics feel cheap.

What Car? says ★★★★★



Fiat 500 Abarth

Our pick 1.4 T-Jet

List price £14,255 **Target Price** £14,255

MPG 43.5 **CO₂** 155g/km

For Small hot hatches don't get any more stylish and the Abarth is certainly rapid.

Against The ride is harsh and the power delivery is uneven.

What Car? says ★★★★★

£15,000-£20,000



Best Buy

Ford Fiesta ST

From the second you jump into the Recaro sports seats, the ST feels moulded around you. It's easy to find the perfect driving position and everything you touch has a sporty chunkiness to it. The 1.6-litre turbo petrol has plenty of power and sounds terrific, while the steering is sharp, quick and offers a decent amount of feedback. There's space for you and three friends, too, and the boot's a decent size.

Our pick ST-2

List price £18,545

Target Price £17,423

MPG 47.9 **CO₂** 138g/km

For Utterly brilliant to drive fast, sounds great and is temptingly priced.

Against The firm, bouncy ride can be wearing on long journeys.

What Car? says ★★★★★



Renault Clio Renaultsport

Our pick 200

List price £19,145 **Target Price** £17,618

MPG 44.8 **CO₂** 144g/km

For It's comfortable, there's plenty of grip and the turbo engine gives impressive pace.

Against There's no manual gearbox and it's not as much fun to drive as some rivals.

What Car? says ★★★★★



Mini Cooper S

Our pick 2.0

List price £18,840 **Target Price** £17,907

MPG 49.6 **CO₂** 133g/km

For It's quick and desirable. Strong resale values and low running costs make it sensible to own.

Against It's a bit too sensible to drive, so look elsewhere if you're after genuine thrills.

What Car? says ★★★★★

MORE THAN £20,000



Best Buy

BMW M135i

Our pick 3dr automatic

List price £32,885 **Target Price** £32,885

MPG 37.7 **CO₂** 175g/km

For Staggering performance and the ride is remarkably smooth for something so fast.

Against It won't be cheap to run and you may wish for bolder styling.

What Car? says ★★★★★



Volkswagen Golf GTI

Our pick 3dr

List price £27,500 **Target Price** £25,536

MPG 47.1 **CO₂** 139g/km

For Fast and capable, yet also refined and easy to drive. It has a roomy, classy cabin, too.

Against It's not as thrilling to drive as the best hot hatches and is on the pricey side.

What Car? says ★★★★★



Renault Mégane Renaultsport

Our pick 275 Trophy

List price £28,930 **Target Price** £28,930

MPG 37.7 **CO₂** 174g/km

For Offers a superb mix of power, poise and precision. It also sounds great.

Against The ride is hard and over-the-shoulder visibility is woeful.

What Car? says ★★★★★

Coupés

LESS THAN £25,000



Best Buy

Seat Leon SC

Our pick 1.4 TSI ACT 150 FR

List price £19,700 **Target Price** £17,392

MPG 60.1 **CO₂** 109g/km

For It's quick, agile, economical and excellent value. There's good space for people and bags.

Against A few bits of cabin trim feel low-rent and there's too much wind noise at speed.

What Car? says ★★★★★



BMW 2 Series

Our pick 218d SE

List price £24,415 **Target Price** £22,795

MPG 62.8 **CO₂** 119g/km

For It rides and handles well, and the diesel engine is punchy and economical.

Against The rear seats are cramped for adults and the engine is noisy.

What Car? says ★★★★★



Mini Coupé

Our pick 1.6 Cooper S

List price £20,025 **Target Price** £19,031

MPG 48.7 **CO₂** 136g/km

For More entertaining to drive than many rivals. This Cooper S model is far cheaper than the JCW.

Against Rear visibility is hopeless, the ride is firm and some cabin materials feel cheap.

What Car? says ★★★★★

£25,000-£35,000



Best Buy

Audi TT

The Mk3 TT might not look a whole lot different from the Mk2, but it's significantly better in a number of key areas. For starters it's lighter, which helps make it more agile than any of its rivals. The TT also has more power than before, so although we're recommending the entry-level petrol version it's still seriously rapid. It also has one of the finest cabins around, with sumptuous materials and a Virtual Cockpit display.

Our pick 2.0 TFSI 230 Sport

List price £29,915

Target Price £29,042

MPG 46.3 **CO₂** 141g/km

For Brilliant to drive, with a beautifully built, high-tech interior.

Against It could be better equipped and the gearshift has a longer throw than we'd like.

What Car? says ★★★★★



BMW 2 Series

Our pick M235i auto

List price £36,225 **Target Price** £34,152

MPG 37.2 **CO₂** 176g/km

For It's blisteringly fast, fun to drive, sounds fantastic and has an upmarket interior.

Against It's not as grippy as some sporty coupés and will cost you a fair bit in fuel.

What Car? says ★★★★★



Peugeot RCZ

Our pick R

List price £32,250 **Target Price** £29,637

MPG 44.8 **CO₂** 145g/km

For Grippy handling, potent performance, striking looks and plenty of equipment.

Against The rear seats are seriously cramped, and the steering and gearchange are vague.

What Car? says ★★★★★

MORE THAN £35,000



Best Buy

Jaguar F-type Coupé

Our pick 3.0 V6 auto

List price £53,050 **Target Price** £53,050

MPG 33.6 **CO₂** 199g/km

For Outstanding performance and handling, and a classy cabin. It's relatively good value, too.

Against The automatic gearbox can be slow to respond and the touch-screen system is fiddly.

What Car? says ★★★★★



BMW 4 Series

Our pick 435i M Sport Sport automatic

List price £43,920 **Target Price** £38,304

MPG 39.2 **CO₂** 169g/km

For It's effortlessly fast, handles well, is classy inside and practical by coupé standards.

Against It's costly to run and needs the adaptive suspension for the best ride and handling.

What Car? says ★★★★★



Bentley Continental GT

Our pick 4.0 V8 S

List price £139,000 **Target Price** £139,000

MPG 26.8 **CO₂** 246g/km

For The engine provides huge pace and a truly great noise. This S model is the best GT to drive.

Against It's massively expensive to buy and run, while refinement should be better.

What Car? says ★★★★★

Sports cars

LESS THAN £50,000



Porsche Boxster

It would be easy to dismiss the Boxster as a poor man's 911. That couldn't be further from the truth. It feels fast enough to thrill without being intimidating and, combined with terrific handling, it's the sort of car that makes you want to get up early and seek out a quiet road. The Boxster gets key niceties, such as a colour touchscreen and part-electric seat adjustment, so all you really need to add is sat-nav and DAB.

Our pick 2.7
List price £40,098
Target Price £40,098
MPG 34.5 **CO₂** 192g/km
For Huge grip, agile responses and superb pace. It's also practical and quiet with the roof up.
Against You don't get much equipment as standard.
What Car? says ★★★★★



Porsche Cayman

Our pick 3.4 S
List price £49,478 **Target Price** £49,478
MPG 31.4 **CO₂** 211g/km
For Combines sublime handling with a classy cabin and decent practicality.
Against The standard equipment list is stingy and there's a bit too much road noise.
What Car? says ★★★★★



Mazda MX-5

Our pick 1.8i SE
List price £18,500 **Target Price** £18,500
MPG 39.8 **CO₂** 167g/km
For All the fun and style you could want from a roadster, with brilliant handling to boot.
Against The engine is short of low-rev shove and an all new MX-5 arrives at the end of August.
What Car? says ★★★★★

£50,000-£100,000



Best Buy

Porsche 911

Our pick 3.4 Carrera PDK
List price £76,591 **Target Price** £76,591
MPG 34.4 **CO₂** 194g/km
For It's seriously rapid and grippy, yet also refined and comfortable.
Against The steering doesn't offer enough feedback and standard kit isn't generous.
What Car? says ★★★★★



BMW M3

Our pick 3.0T M DCT
List price £59,240 **Target Price** £58,108
MPG 34.0 **CO₂** 194g/km
For It can be exhilarating to drive, yet is also pretty civilised. There's genuine room for four.
Against You have to drive the M3 hard before it comes alive and there's too much road noise.
What Car? says ★★★★★



Porsche Cayman

Our pick 3.4 GTS
List price £56,092 **Target Price** £56,092
MPG 31.4 **CO₂** 211g/km
For Brilliant to drive, the GTS combines wonderful handling with a classy interior.
Against It gets more kit than other Caymans, but the equipment roster is still pretty stingy.
What Car? says ★★★★★

MORE THAN £100,000



Best Buy

Ferrari 458 Italia

Our pick Speciale
List price £208,090 **Target Price** £208,090
MPG 21.2 **CO₂** 307g/km
For Awesome performance, terrific noise and a chassis that makes any driver feel special.
Against You don't even get a radio as standard and the steering wheel buttons may confuse.
What Car? says ★★★★★



Porsche 911

Our pick 3.8 GT3
List price £101,685 **Target Price** £101,685
MPG 23.0 **CO₂** 289g/km
For Incredibly fast and exciting to drive – on road or track. It's also a comparative bargain.
Against Other 911s are plusher and easier to live with, so you have to be committed to go for one.
What Car? says ★★★★★

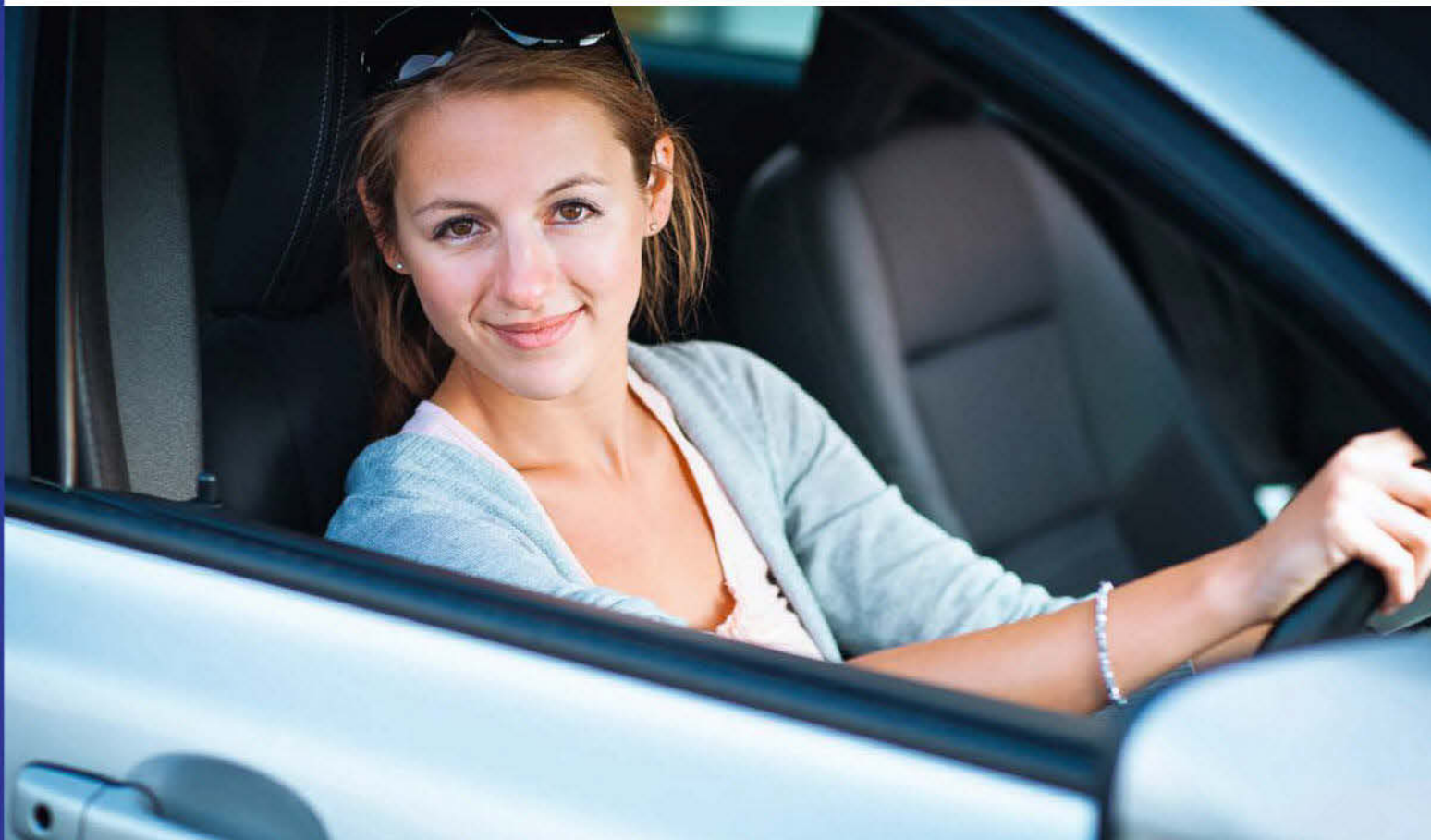


McLaren 650S Spider

Our pick 3.8 V8
List price £215,250 **Target Price** £215,250
MPG 24.2 **CO₂** 275g/km
For Jaw-dropping speed, composure and grip, yet it's also comfortable and pretty practical.
Against Some rivals have exhaust notes that sound more dramatic.
What Car? says ★★★★★

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New Cars A to Z

Class by class, the best new cars reviewed and rated



Star ratings ★★★★★ Outstanding ★★★★★ Good
★★★★ Average ★★☆☆ Below par ★☆☆ Poor

Target Price The most you should pay for a car

True MPG Our real-world fuel economy figures

Shopping @whatcar? The place to look, whether you're buying, leasing or simply running a car

KEY INFORMATION

Verdict Our road test reviews are the standard by which the car industry judges new cars.

Price on the road The price set by car makers, including delivery and the variable rate of Vehicle Excise Duty (VED).

Contract hire Contract hire rental prices supplied by Wessex Fleet Solutions. These are based on a three-year/36,000-mile contract, excluding maintenance and VED. For quotes, call Wessex Fleet Solutions on 01722 322888.

Target Price The **Target Price** tells you the most you should pay – start low and work up to it. If your dealer won't match it, we'll give you one who will: **call 0845 527 6394*** All Target Prices are correct at the time of going to press.

*Calls cost 5p per minute plus your standard access charge

Government MPG Based on official EU tests, this figure is a weighted average of two tests: Urban (cold start, average 12mph) and Extra Urban (warm start, average 39mph). Note: the official fuel consumption figures are published as a guide only.

True MPG What Car? True MPG is our own average fuel economy figure. It's calculated over 50 miles of real UK roads (rather than in a lab). To get your personalised data, visit whatcar.com/truempg

CO₂/tax liability Company car tax is charged on a sliding scale based on carbon dioxide (CO₂) emissions. Our tax liability figures show the percentage of the list price (including options) on which you will be taxed. The scale alters each April.

VED rating Vehicle Excise Duty, or road tax, is calculated on a sliding scale according to the vehicle's CO₂ emissions. Alternative-fuel cars (hybrids, for example) attract a £10 discount on all VED rates.

Band	CO ₂ emissions (g/km)	1st year	2nd year on
A	Up to 100	£0	£0
B	101-110	£0	£20
C	111-120	£0	£30
D	121-130	£0	£110
E	131-140	£130	£130
F	141-150	£145	£145
G	151-165	£180	£180
H	166-175	£295	£205
I	176-185	£350	£225
J	186-200	£490	£265
K	201-225	£640	£290
L	226-255	£870	£490
M	More than 255	£1100	£505

Rates correct at time of going to press

Insurance group Set by the Association of British Insurers (ABI), and advisory only.

Cost per mile Calculated over 3yrs/36,000 miles. Includes depreciation, VED, maintenance and fuel. Supplied by Lex Autolease (0800 085 4128).

Retained value An estimate of what you might be offered if you trade in the car after three years/36,000 miles for the same model. Data supplied by CDL.

Performance figures All performance and power and torque figures are set by the car makers.

* Calls cost 5p per minute plus your standard access charge

* Calls cost 5p per minute plus your standard access charge

A TO Z ALFA ROMEO TO AUDI



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Official fuel consumption figures for the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO₂ emissions: 113g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

The Audi A3 Cabriolet Sport from £329 per month.* Includes:

- ▶ Fully-automatic acoustic hood ▶ 17" alloy wheels
- ▶ What Car? Best convertible 2015 ▶ Front Sports seats



Vorsprung durch Technik



audi.co.uk/offers

*At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Cabriolet Sport 2.0TDI 150PS ordered. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,974.00 (plus VAT). 6 pps (plus VAT) per mile exceeds mileage charges available. Offerable for vehicles commenced between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract terms and conditions. *Offer available at the prevailing rates. Finance subject to status. Available to 18s and over. Terms and conditions apply. Prices quoted and examples shown are correct at time of publication. July 2015/1 and do not take into account any variation to government taxes or charges arising after the date of publication. Subject and conditions apply. Prepost Audi Finance.

[illegible]

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20 TDI 163 Ultra SE 2dr	★★★★	£31,590	£28,715	£408	8.3	140	161	280	67.3/516	109/19%	£99/£199	59.9	51%	28
20 TDI 177 SE 2dr	★★★★	£31,470	£28,603	£420	8.2	143	175	280	61.4	120/222%	£115/£230	-	52%	28
20 TDI 177 S line 2dr	★★★★	£34,060	£30,952	-	8.2	143	175	280	61.4	120/222%	£124/£249	-	51%	29
20 TDI 177 Black Edition 2dr	★★★★	£35,135	£31,927	-	8.2	143	175	280	61.4	120/222%	£128/£257	-	49%	29
20 TDI 177 quattro SE 2dr	★★★★	£33,125	£30,016	£460	7.8	142	175	280	55.4	134/244%	£131/£263	-	51%	28
20 TDI 177 quattro S line 2dr	★★★★	£33,215	£32,465	-	7.8	142	175	280	55.4	134/244%	£142/£284	-	50%	28
20 TDI 177 quattro Black Edn 2dr	★★★★	£36,790	£33,440	-	7.8	142	175	280	55.4	134/244%	£146/£292	-	49%	29
30 TDI 204 S line 2dr	★★★★	£37,660	£34,217	-	7.1	146	201	295	57.6	129/233%	£144/£288	-	51%	30
30 TDI 204 Black Edition 2dr	★★★★	£38,735	£35,192	-	7.1	146	201	295	57.6	129/233%	£148/£296	-	49%	30
30 TDI 245 quattro S line 2dr	★★★★	£41,340	£37,575	-	5.8	155	242	369	46.3	158/29%	£198/£397	-	52%	35
30 TDI 245 quattro Black Edr 2dr	★★★★	£42,260	£38,402	-	5.8	155	242	369	44.8	162/30%	£210/£420	-	50%	35

A5 CARRIOLET

VERDICT The driving experience doesn't live up to the stunning looks

Doors 2	Seats 4	L 4625mm	W 2020mm (incl. mirrors)	H 1383mm	Boot 360/750litres					
1.8 TFSI 170 SE 2dr	★★★★	£32,320	£29,541	£414	8.7 138 168 236 456	143/23%	£123/£246	62.3	50%	28
1.8 TFSI 170 S line 2dr	★★★★	£35,570	£32,505	-	8.7 138 168 236 456	143/23%	£135/£271	-	49%	29
1.8 TFSI 170 S line Special Edt 2dr	★★★★	£36,695	£33,531	-	8.7 138 168 236 456	143/23%	£139/£279	-	47%	29
20 TFSI 225 SE 2dr	★★★★	£35,575	£32,513	£472	7.4 152 222 258 44.8	144/23%	£135/£271	69.5	46%	35
20 TFSI 225 S line 2dr	★★★★	£38,860	£35,512	-	7.4 152 222 258 42.8	152/25%	£160/£321	-	43%	36
20 TFSI 225 S line Special Edt 2dr	★★★★	£39,830	£36,390	-	7.4 152 222 258 40.9	157/26%	£171/£343	-	44%	36
20 TFSI 225 quattro SE 2dr	★★★★	£38,615	£35,288	£513	7.2 149 222 258 40.9	160/27%	£172/£345	75.5	-	37
20 TFSI 225 quattro S line 2dr	★★★★	£41,980	£38,367	-	7.2 149 222 258 38.7	167/28%	£194/£388	-	43%	37
20 TFSI 225 quattro S line Sp 2dr	★★★★	£42,870	£39,165	-	7.2 149 222 258 37.2	175/30%	£213/£426	-	42%	37
30 TFSI 333 SS 2dr	★★★★	£47,035	£44,228	£608	5.4 155 328 325 34.9	189/32%	£247/£495	91.9	49%	47
4.2 V8 R55 2dr	★★★★	£69,555	£69,555	£1111	4.9 155 444 317 26.4	249/37%	£423/£846	-	-	47
20 TDI 150 SE 2dr	★★★★	£34,265	£31,306	£435	10.2 130 148 236 60.1	123/22%	£125/£250	62.6	51%	27
20 TDI 150 S line 2dr	★★★★	£37,515	£34,269	-	10.2 130 148 236 57.6	129/23%	£143/£287	-	49%	27
20 TDI 150 S line Special Edt 2dr	★★★★	£38,520	£35,182	-	10.2 130 148 236 56.5	132/24%	£153/£307	-	48%	27
20 TDI 177 SE 2dr	★★★★	£34,575	£31,585	£438	8.8 138 175 280 57.6	127/23%	£132/£264	63.2	50%	29
20 TDI 177 S line 2dr	★★★★	£37,825	£34,549	-	8.8 138 175 280 57.6	127/23%	£144/£289	-	49%	30
20 TDI 177 S line Special Edt 2dr	★★★★	£38,950	£35,544	-	8.8 138 175 280 57.6	127/23%	£149/£298	-	47%	30
30 TDI 204 S line 2dr	★★★★	£41,555	£37,961	-	7.6 143 201 295 54.3	138/25%	£172/£344	-	49%	33
30 TDI 204 S line Special Edt 2dr	★★★★	£42,680	£38,987	-	7.6 143 201 295 54.3	138/25%	£177/£354	-	47%	34
30 TDI 245 quattro S line 2dr	★★★★	£45,220	£41,321	-	7.3 153 242 369 44.1	167/31%	£231/£463	-	50%	39
30 TDI 245 quattro S line Spe 2dr	★★★★	£46,110	£42,119	-	7.3 153 242 369 42.8	173/32%	£244/£489	-	48%	40

A6 SALOON

VERDICT Classy, roomy and good value for money. A fine executive car

Doors 4	Seats 5	L 4920mm	W 1870mm	H 1460mm	Boot 530/995litres									
4.0 TFSI 450 SE 4dr	★★★★	£56,545	£52,219	£772	4.4	155	429	-	30.7	214/37%	£344/£688	113.3	32%	42
20 TDI 190 Ultra SE 4dr	★★★★	£32,295	£28,319	£363	8.4	144	187	295	65.7/45.9	113/20%	£107/£214	51.1	47%	32
20 TDI 190 Ultra S line 4dr	★★★★	£34,820	£30,646	£397	8.4	144	187	295	64.2/45.9	114/20%	£115/£231	55.5	46%	33
20 TDI 190 Ultra Black Edtn 4dr	★★★★	£36,995	£32,651	£433	8.4	144	187	295	62.8	119/21%	£129/£258	60.5	44%	33
30 TDI 218 SE 4dr	★★★★	£38,435	£33,978	£471	7.1	152	215	295	60.1	122/22%	£140/£281	64.5	41%	34
30 TDI 218 S line 4dr	★★★★	£40,960	£36,305	£504	7.1	152	215	295	60.1	122/22%	£150/£300	68.8	40%	35
30 TDI 218 Black Edition 4dr	★★★★	£43,135	£38,310	£540	7.1	152	215	295	57.6	127/23%	£165/£330	74.0	38%	35
30 TDI 218 quattro SE 4dr	★★★★	£40,195	£35,610	£497	6.6	152	215	369	55.4	133/24%	£160/£320	68.1	39%	39
30 TDI 218 quattro S line 4dr	★★★★	£42,720	£39,937	-	6.6	152	215	369	55.4	133/24%	£170/£340	-	38%	39
30 TDI 218 quattro Black Cdn 4dr	★★★★	£44,895	£39,942	£568	6.6	152	215	369	54.3	138/25%	£186/£372	77.4	37%	40
30 TDI 272 quattro SE 4dr	★★★★	£41,755	£37,048	£517	5.5	155	268	428	55.4	133/24%	£166/£332	70.5	41%	41
30 TDI 272 quattro S line 4dr	★★★★	£44,280	£39,375	-	5.5	155	268	428	55.4	133/24%	£176/£352	-	40%	42
30 TDI 272 quattro Black Cdn 4dr	★★★★	£46,455	£41,380	£588	5.5	155	268	428	54.3	138/25%	£192/£385	79.9	39%	42
30 BTDI 320 quattro SE 4dr	★★★★	£46,465	£41,393	-	5.0	155	316	479	47.1	159/29%	£223/£446	-	38%	43
30 BTDI 320 quattro S line 4dr	★★★★	£48,990	£43,720	-	5.0	155	316	479	47.1	159/29%	£235/£471	-	37%	43
30 BTDI 320 quattro Black Ed 4dr	★★★★	£51,165	£45,725	-	5.0	155	316	479	45.6	164/30%	£254/£509	-	36%	44

AG AVANT

VERDICT Roomy and versatile - one of the better executive estates

Doors 5	Seats 5	L 4926mm	W 2086mm (incl. mirrors)	H 1461mm	Boot 565/1680litres							
			W 2086mm (incl. mirrors)	H 1461mm	Boot 565/1680litres							
4.0 TFSI 450 SE 5dr	★★★★	£58,545	£54,063	-	4.6 155 429	-	30.1/21.9	219/37%	£356/£713	-	32%	47
4.0 TFSI 560 RS 5dr	★★★★	£78,790	£78,790	-	3.9 155 552	-	29.4	223/37%	£481/£963	-	48%	50
20 TDI 190 Ultra SE 5dr	★★★★	£34,345	£30,208	£385	8.7 140 187 295	62.8	118/21%	£120/£240	54.1	47%	32	
20 TDI 190 Ultra S line 5dr	★★★★	£36,870	£32,536	£418	8.7 140 187 295	61.4/43.5	119/21%	£128/£257	58.5	46%	33	
20 TDI 190 Ultra Black Edtn 5dr	★★★★	£39,045	£34,540	£459	8.7 140 187 295	60.1	124/22%	£142/£285	64.0	44%	33	
30 TDI 218 SE 5dr	★★★★	£40,485	£35,867	£492	7.3 145 215 295	58.9/42.7	125/23%	£155/£309	67.3	41%	34	
30 TDI 218 S line 5dr	★★★★	£43,010	£38,195	£525	7.3 145 215 295	58.9/42.7	125/23%	£164/£329	71.6	40%	35	
30 TDI 218 Black Edition 5dr	★★★★	£45,185	£40,199	£562	7.3 145 215 295	56.5	130/24%	£180/£361	76.8	39%	35	
30 TDI 218 quattro SE 5dr	★★★★	£42,245	£37,500	£519	6.8 145 215 369	53.3	138/25%	£175/£350	71.1	40%	39	
30 TDI 218 S line 5dr	★★★★	£44,770	£39,827	£554	6.8 145 215 369	53.3	138/25%	£185/£371	75.5	39%	39	
30 TDI 218 quattro S line 5dr	★★★★	£46,960	£41,846	-	6.8 145 215 369	52.3	144/26%	£202/£405	-	38%	40	
30 TDI 218 quattro Black Edn 5dr	★★★★	£43,805	£38,937	£539	5.7 155 268 428	53.3	138/25%	£181/£363	73.5	41%	41	
30 TDI 272 quattro SE 5dr	★★★★	£46,330	£41,265	£574	5.7 155 268 428	53.3	138/25%	£192/£384	77.9	41%	42	

20 TDI 150 quattro S line 5dr	★★★★	£31,030	£28,589	£368	9.3	126	148	236	55.4	134/24%	£173/£246	55.0	-	21
20 TDI 150 quattro S li Plus 5dr	★★★★	£33,380	£30,749	£401	9.3	126	148	236	52.3	140/26%	£181/£287	62.7	-	21
20 TDI 184 quattro SE 5dr	★★★★	£29,280	£26,981	£342	7.9	136	181	280	53.3	139/25%	£121/£242	52.6	-	24
20 TDI 184 quattro S line 5dr	★★★★	£31,845	£29,340	£382	7.9	136	181	280	51.4	143/26%	£137/£274	57.1	-	24
20 TDI 184 quattro S li Plus 5dr	★★★★	£34,195	£31,500	£415	7.9	136	181	280	49.6	148/27%	£153/£305	61.1	-	25

Q5 4X4

VERDICT Good space and quality, but the ride may be a bit firm for some

Doors 5	Seats 5	L 4629mm	W 2089mm (incl mirrors)	H 1633mm	Boot 540/1560litres								
		£31,370	£29,209	£413	8.5	130	178	236	37.7	174/29%	£149/£299	-	28
20 TFSI 180 quattro SE 5dr	★★★★	£33,770	£31,439	£446	8.5	130	178	236	37.7	174/29%	£161/£323	-	29
20 TFSI 180 quattro S line 5dr	★★★★	£36,270	£33,762	£477	8.5	130	178	236	37.7	174/29%	£173/£347	-	29
20 TFSI 225 quattro SE 5dr	★★★★	£32,845	£30,583	£433	7.4	138	222	258	37.2/29.7	173/29%	£157/£314	66.3	56%
20 TFSI 225 quattro S line 5dr	★★★★	£35,300	£32,868	£466	7.4	138	222	258	36.2/29.7	179/30%	£174/£348	71.0	59%
20 TFSI 225 qtro S line Plus 5dr	★★★★	£37,800	£35,190	£496	7.4	138	222	258	35.8/29.7	181/31%	£193/£386	75.0	56%
20 TDI 150 quattro SE 5dr	★★★★	£31,720	£29,527	£350	10.8	118	148	236	50.4	147/27%	£141/£283	54.7	56%
20 TDI 150 quattro S line 5dr	★★★★	£34,120	£31,757	-	10.8	118	148	236	49.6	150/28%	£158/£316	-	55%
20 TDI 150 quattro S line Plus 5dr	★★★★	£36,655	£34,114	£414	10.8	118	148	236	48.7	152/28%	£169/£339	63.2	54%
20 TDI 177 quattro SE 5dr	★★★★	£32,610	£30,354	£360	9.0	127	175	280	47.9/37.1	154/28%	£151/£302	56.6	55%
20 TDI 177 quattro S line 5dr	★★★★	£35,010	£32,583	£393	9.0	127	175	280	47.9/37.1	154/28%	£162/£324	60.6	55%
20 TDI 177 qtro S line Plus 5dr	★★★★	£37,510	£34,906	£424	9.0	127	175	280	47.9/37.1	154/28%	£173/£347	64.4	55%
30 TDI 245 quattro SE 5dr	★★★★	£38,370	£35,712	£453	6.5	140	241	428	44.1	169/31%	£196/£392	68.6	49%
30 TDI 245 quattro S line 5dr	★★★★	£40,770	£37,942	£486	6.5	140	241	428	44.1	169/31%	£208/£417	72.6	51%
30 TDI 245 qtro S line Plus 5dr	★★★★	£43,270	£40,265	£517	6.5	140	241	428	44.1	169/31%	£221/£443	76.4	50%
30 BTDI 313 S05 5dr	★★★★	£44,785	£41,675	£521	5.1	155	309	479	42.8	174/32%	£237/£474	77.8	52%

Q7 4X4

VERDICT Audis's seven-seater has a firm ride and a surprising shortage of space

Doors 5	Seats
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AUDI TO BMW		KEY INFO		RUNNING COSTS											
MODEL DETAILS		VERDICT	Price On the road	Target Price 845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ Tax liability	Monthly company car tax bill 20%/40%	Cost per mile	Retained value @3yrs/36k miles	Insurance group
OUR STAR RATINGS															
★★★★★ Outstanding															
★★★★★ Good															
★★★★★ Average															
★★★★★ Below par															
★★★★★ Poor															
FOR KEY SEE P99															
R8 SPYDER															
VERDICT Sound better than the coupe, and handles almost as well															
Doors 2 Seats 2 L 4434mm W 2029mm (incl. mirrors) H 1244mm Boot 100litres															
42 FSI 130 V8 2dr															
52 FSI 195 V10 2dr															
60 W12 G1 Speed 2dr															
BENTLEY															
BENTLEY whatacar.com/bentley															
CONTINENTAL GT COUPE															
VERDICT Offers effortless performance and space for four															
Doors 2 Seats 4 L 4806mm W 1944mm H 1404mm															
40 V8 2dr															
40 V8 S 2dr															
60 W12 4dr															
60 W12 G1 Speed 2dr															
CONTINENTAL GT CONVERTIBLE															
VERDICT All the pace and refinement you could want from a luxury convertible															
Doors 2 Seats 2 L 4806mm W 2227mm (incl. mirrors) H 1403mm															
40 V8 2dr															
40 V8 S 2dr															
60 W12 Speed 2dr															
MULSANNESALOON															
VERDICT Huge presence, but Phantom does most the important things better															
Doors 4 Seats 5 L 5575mm W 1926mm H 1521mm Boot 443litres															
6.75 V8 4dr															
FLYING SPUR SALOON															
VERDICT Refined and fabulously appointed, although you pay for the privilege															
Doors 4 Seats 5 L 5295mm W 2208mm (incl. mirrors) H 1488mm															
40 V8 4dr															
60 W12 4dr															
60 W12 Mulliner 4dr															

BMW whatcar.com/bmw														
1 SERIES HATCHBACK														
VERDICT Comfy and cheap to run, but could do with more space														
Doors 3/5 Seats 5 L4324mm W765mm H1422mm Boot 360/200litres														
118i SE 3dr	★★★★	£20,245	£19,951	£295	8.5	130	134	162	52.3	125/20%	£67/£134	-	-	18
118i SE 5dr	★★★★	£20,775	£19,450	£308	8.5	130	168	184	52.3	125/20%	£69/£138	-	-	18
118i Sport 3dr	★★★★	£21,245	£19,893	£295	8.5	130	134	162	50.4	129/20%	£70/£141	-	-	18
118i Sport 5dr	★★★★	£21,775	£20,392	£308	8.5	130	168	184	50.4	129/20%	£72/£144	-	-	18
118i M Sport 3dr	★★★★	£22,075	£21,623	£308	8.5	130	168	184	49.6	133/21%	£80/£160	-	-	19
118i M Sport 5dr	★★★★	£23,295	£21,980	£295	7.4	140	134	168	48.7	136/22%	£84/£169	-	-	21
118i M Sport 5dr	★★★★	£23,605	£22,122	£308	8.5	130	168	184	49.6	133/21%	£82/£163	-	-	19
120i M Sport 3dr	★★★★	£23,825	£22,479	£295	7.4	140	134	168	48.7	136/22%	£86/£173	-	-	21
120i M Sport 5dr	★★★★	£24,995	£23,580	£295	7.4	140	134	168	47.1	139/22%	£91/£181	-	-	22
120i M Sport 5dr	★★★★	£25,525	£24,079	-	7.4	140	134	168	47.1	139/22%	£92/£185	-	-	22
125i M Sport 3dr	★★★★	£26,375	£23,732	£326	6.4	151	215	229	42.8	157/26%	£113/£226	-	-	28
125i M Sport 5dr	★★★★	£26,905	£24,231	£326	6.4	151	215	229	42.8	157/26%	£115/£231	-	-	28
M135i 3dr	★★★★	£31,200	£31,200	-	5.1	155	315	332	35.3	188/32%	£163/£327	-	-	37
M135i 5dr	★★★★	£31,730	£31,730	-	5.1	155	315	332	35.3	188/32%	£166/£332	-	-	37
116d SE 3dr	-	£21,180	£19,832	£257	10.3	124	114	199	78.5	94/16%	£56/£112	-	-	15
116d SE 5dr	-	£21,710	£20,330	£257	10.3	124	114	199	78.5	94/16%	£57/£115	-	-	15
116d ED Plus 3dr	-	£22,030	£20,782	£257	10.4	121	114	199	83.1	89/16%	£58/£117	-	-	15
116d ED Plus 5dr	-	£22,560	£21,280	£257	10.4	121	114	199	83.1	89/16%	£60/£120	-	-	15
116d Sport 3dr	-	£22,180	£20,773	£257	10.3	124	114	199	72.4	103/18%	£66/£132	-	-	15
116d Sport 5dr	-	£22,710	£21,272	£257	10.3	124	114	199	72.4	103/18%	£67/£135	-	-	15
116d M Sport 3dr	-	£23,880	£22,373	£257	10.3	124	114	199	70.6	106/19%	£75/£150	-	-	16
116d M Sport 5dr	-	£24,410	£22,872	£257	10.3	124	114	199	70.6	106/19%	£77/£154	-	-	16
118d SE 3dr	★★★★	£22,325	£20,959	£274	8.3	132	148	243	70.6	104/18%	£66/£133	-	-	19
118d SE 5dr	★★★★	£22,855	£21,058	£274	8.3	132	148	243	70.6	104/18%	£68/£136	-	-	19
118d Sport 3dr	★★★★	£23,325	£21,500	£274	8.3	132	148	243	68.9	109/19%	£73/£147	-	-	19
118d Sport 5dr	★★★★	£23,855	£21,999	£274	8.3	132	148	243	68.9	109/19%	£75/£150	-	-	19

* Calls cost 5p per minute plus your standard access charge

BMW															
MODEL DETAILS			KEY INFO		RUNNING COSTS						KEY INFO			MODEL DETAILS	
OUR STAR RATINGS			VERDICT	Price on the road	Target Price £845,527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ tax liability	Monthly company car tax bill 20%/40%	Cost per mile @3yrs/36k miles	Insurance group
★★★★★ Outstanding															
★★★★★ Good															
★★★★★ Average															
★★★★★ Below par															
★★★★★ Poor			FOR KEY SEE P99												
2004 EfficientDynamics 5dr															
2004 EfficientDynamics Business 5dr															
2004 xDrive SE 5dr															
2004 xDrive Sport 5dr															
2004 xDrive M Sport 5dr															
2004 xDrive M Sport 5dr															
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W1825mm H1362mm



The Audi TT Coupé Sport ultra from £359 per month.* Includes:

- ▶ Audi Virtual Cockpit ▶ Xenon headlights ▶ 18" alloy wheels ▶ What Car? Best coupé 2015

audi.co.uk/offers



Official fuel consumption figures for the Audi TT Coupé Sport 2.0 TDI ultra 184PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 70.6 (4.0), Combined 62.8 (4.5). CO₂ emissions: 116g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

* Calls cost 5p per minute plus your standard access charge

BMW TO CITROEN																
MODEL DETAILS			KEY INFO			RUNNING COSTS										
OUR STAR RATINGS			VERDICT	Price on the road	Target Price £845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ tax liability	Monthly company car tax bill 20%/40%	Cost per mile	Retained value @3yrs/36k miles	Insurance group
★★★★★ Outstanding	★★★★★ Good	★★★★★ Average														
FOR KEY SEE P99																
530d M Sport 5dr	★★★★★	£49,765	£43,256	£608	6.5	144	241	398	48.7	153/28%	£231/E/462	76.8	-	44	-	44
535d Luxury 5dr	★★★★★	£51,885	£44,267	£643	5.7	155	295	443	47.9	154/28%	£241/E/482	80.4	40%	46	-	46
535d M Sport 5dr	★★★★★	£52,685	£45,026	£644	5.7	155	295	443	47.9	154/28%	£244/E/489	80.3	-	46	-	46
7 SERIES SALOON																
VERDICT Ride and refinement should both be better																
Doors 4 Seats 5 L 5072mm W 2134mm (incl mirrors) H 1479mm Boot 500litres																
740i SE 4dr	★★★★★	£61,680	£49,826	£624	5.7	155	316	332	35.8	184/31%	£316/E/633	71.5	40%	46	-	46
740i SE 4dr	★★★★★	£64,680	£51,635	£648	5.7	155	316	332	35.8	184/31%	£332/E/664	73.3	39%	46	-	46
740i M Sport 4dr	★★★★★	£66,955	£54,766	£689	5.7	155	316	332	35.8	184/31%	£343/E/687	77.7	39%	46	-	46
740i M Sport 4dr	★★★★★	£69,955	£56,575	£712	5.7	155	316	332	35.8	184/31%	£359/E/718	79.6	39%	47	-	47
750i SE 4dr	★★★★★	£71,520	£58,049	£777	4.8	155	443	479	32.8	199/34%	£402/E/804	87.6	35%	48	-	48
750i M Sport 4dr	★★★★★	£76,795	£62,988	£841	4.8	155	443	479	32.8	199/34%	£432/E/864	93.8	35%	49	-	49
760i SE 4dr	★★★★★	£102,025	£84,651	£1286	4.6	155	537	553	21.1	314/37%	£493/E/986	146.8	36%	50	-	50
760i M Sport 4dr	★★★★★	£104,270	£86,753	£1290	4.6	155	537	553	21.1	314/37%	£493/E/986	146.6	36%	50	-	50
730i SE 4dr	★★★★★	£58,275	£48,625	£606	6.1	155	255	413	50.4	148/27%	£261/E/522	68.0	45%	45	-	45
730i SE 4dr	★★★★★	£61,375	£50,528	£633	6.2	155	255	413	50.4/38.8	148/27%	£275/E/550	70.2	44%	46	-	46
730i M Sport 4dr	★★★★★	£63,550	£53,564	£672	6.1	155	255	413	50.4	148/27%	£285/E/570	74.4	44%	46	-	46
730i M Sport 4dr	★★★★★	£66,650	£55,467	£698	6.2	155	255	413	50.4/38.8	148/27%	£299/E/598	76.6	43%	46	-	46
740i SE 4dr	★★★★★	£65,465	£53,357	£706	5.5	155	309	465	49.6	149/27%	£293/E/587	77.5	42%	47	-	47
740i M Sport 4dr	★★★★★	£70,740	£58,297	£771	5.5	155	309	465	49.6	149/27%	£317/E/634	83.9	42%	48	-	48
ActiveHybrid 7 SE 4dr	★★★★★	£66,200	£52,407	£715	5.7	155	459	516	41.5	158/26%	£285/E/571	80.1	-	47	-	47
ActiveHybrid 7 SE 4dr	★★★★★	£69,300	£54,950	£715	5.7	155	459	516	41.5	158/26%	£299/E/598	80.1	-	48	-	48
ActiveHybrid 7 M Sport 4dr	★★★★★	£71,475	£56,986	£780	5.7	155	459	516	41.5	158/26%	£308/E/617	86.5	-	48	-	48
ActiveHybrid 7 M Sport 4dr	★★★★★	£74,575	£59,889	£741	5.7	155	459	516	41.5	158/26%	£322/E/644	82.3	-	48	-	48

X1 CROSSOVER																	
VERDICT The low running costs appeal, but the cabin is short of space and feels low-rent																	
Doors 5			Seats 5			L 4454mm			W 2006mm (incl. mirrors)			H 1545mm			Boot 420/1350litres		
	★★★★★	★★★★	★★★	★★	★	★	★	★	★	★	★	★	★	★	★		
xDrive 20i SE 5dr	★★★★★	£27,285	£24,178	£361	7.8	127	181	199	377	176/30%	£134/£268	60.3	44%	28	28		
xDrive 20i Sport 5dr	★★★★★	£28,285	£25,037	£378	7.8	127	181	199	377	176/30%	£139/£278	62.1	44%	28	28		
xDrive 20i xLine 5dr	★★★★★	£29,285	£26,036	£386	7.8	127	181	199	367	179/30%	£144/£288	63.6	43%	28	28		
xDrive 20i M Sport 5dr	★★★★★	£30,285	£26,965	£400	7.8	127	181	199	367	179/30%	£149/£298	65.4	43%	28	28		
drive 16d SE 5dr	-	£24,330	£22,065	£274	11.5	114	192	576	128/23%	£96/£185	44.9	52%	18	18			
drive 16d SE 5dr	★★★★★	£25,330	£22,587	£290	9.6	126	141	236	576	128/23%	£96/£193	46.7	-	22	22		
drive 16d SE 5dr	★★★★★	£26,330	£23,516	£307	9.6	126	141	236	576	128/23%	£100/£201	48.5	47%	22	22		
drive 16d M Sport 5dr	★★★★★	£28,330	£25,374	£329	9.6	126	141	236	576	128/23%	£108/£216	51.3	39%	22	22		
drive 16d SE 5dr	★★★★★	£26,830	£23,991	£322	9.9	121	141	236	514	144/26%	£119/£230	51.2	-	22	22		
drive 16d SE 5dr	★★★★★	£27,830	£24,920	£339	9.9	121	141	236	514	144/26%	£119/£239	53.0	46%	22	22		
drive 16d xLine 5dr	★★★★★	£28,830	£25,849	£347	9.9	121	141	236	514	144/26%	£124/£248	54.0	45%	22	22		
drive 16d M Sport 5dr	★★★★★	£29,830	£26,778	£362	9.9	121	141	236	514	144/26%	£128/£256	55.9	39%	22	22		
xDrive 20d Efficient Dynamics 5dr	★★★★★	£28,760	£24,979	£303	8.3	126	161	280	62.8	119/21%	£93/£186	47.5	-	24	24		
drive 20d Eff. Dyn. Business 5dr	★★★★★	£28,160	£26,283	£324	8.3	127	181	280	62.8/51.4	119/21%	£98/£196	48.6	48%	24	24		
drive 20d SE 5dr	★★★★★	£28,760	£23,666	£305	8.3	126	181	280	576	129/23%	£102/£204	48.3	-	24	24		
drive 20d Sport 5dr	★★★★★	£27,760	£24,595	£322	8.3	126	181	280	576	129/23%	£106/£212	50.0	48%	25	25		
drive 20d M Sport 5dr	★★★★★	£29,760	£26,453	£344	8.3	126	181	280	576	129/23%	£113/£227	52.9	38%	25	25		
drive 20d SE 5dr	★★★★★	£28,260	£24,820	£338	8.3	126	181	280	514	145/27%	£126/£262	54.7	-	24	24		
drive 20d Sport 5dr	★★★★★	£29,260	£25,748	£355	8.3	126	181	280	514	145/27%	£130/£261	57.5	-	25	25		
xDrive 20d xLine 5dr	★★★★★	£30,260	£26,678	£363	8.3	126	181	280	514	145/27%	£135/£270	55.6	-	25	25		
xDrive 20d M Sport 5dr	★★★★★	£31,260	£27,607	£377	8.3	126	181	280	514	145/27%	£139/£279	57.5	38%	25	25		
xDrive 25d xLine 5dr	★★★★★	£32,540	£28,298	£376	6.8	127	215	332	479	154/28%	£150/£301	58.5	44%	26	26		
xDrive 25d M Sport 5dr	★★★★★	£33,540	£29,227	£391	6.8	127	215	332	479	154/28%	£155/£310	60.3	43%	27	27		

X3 4x4															
VERDICT A superb SUV: classy, spacious and good to drive															
Doors 5		Seats 5		L 1881mm		W 1661mm		H 1661mm		Boot 550/160/100litres					
drive	bed SE 5dr	★★★★★	£31,295	£30,179	£374	9.5	121	141	236	56.5/41.5	131/24%	£124/£248	-	57%	26
xDrive20d SE 5dr	★★★★★ <td>HERBY BUY</td> <td>£33,295</td> <td>£32,106</td> <td>£391</td> <td>8.1</td> <th>130</th> <th>181</th> <th>280</th> <th>52.3/42.2</th> <th>142/26%</th> <th>£145/£286</th> <th>598</th> <th>53%</th> <th>30</th>	HERBY BUY	£33,295	£32,106	£391	8.1	130	181	280	52.3/42.2	142/26%	£145/£286	598	53%	30
xDrive20d M Sport 5dr	★★★★★		£36,295	£34,996	£421	8.1	130	181	280	52.3	142/26%	£156/£312	64.3	53%	31
xDrive20d XLine 5dr	★★★★★		£34,795	£33,551	£406 <th>8.1</th> <th>130</th> <th>181</th> <th>280</th> <th>52.3</th> <th>142/26%</th> <th>£149/£299</th> <th>63.2</th> <th>53%</th> <th>30</th>	8.1	130	181	280	52.3	142/26%	£149/£299	63.2	53%	30
xDrive30d SE 5dr	★★★★★		£40,095	£37,520	£508 <th>5.9</th> <th>144</th> <th>255</th> <th>413</th> <th>47.9</th> <th>156/29%</th> <th>£197/£385</th> <th>73.5</th> <th>54%</th> <th>39</th>	5.9	144	255	413	47.9	156/29%	£197/£385	73.5	54%	39
xDrive30d M Sport 5dr	★★★★★		£43,095	£40,476	£539 <th>5.9</th> <th>144</th> <th>255</th> <th>413</th> <th>47.9</th> <th>156/29%</th> <th>£202/£414</th> <th>78.0</th> <th>53%</th> <th>40</th>	5.9	144	255	413	47.9	156/29%	£202/£414	78.0	53%	40
xDrive30d XLine 5dr	★★★★★		£41,595	£38,998	£523 <th>5.9</th> <th>144</th> <th>255</th> <th>413</th> <th>47.9</th> <th>156/29%</th> <th>£199/£399</th> <th>76.8</th> <th>50%</th> <th>40</th>	5.9	144	255	413	47.9	156/29%	£199/£399	76.8	50%	40

* Calls cost 5p per minute plus your standard access charge

CITROËN TO FIAT									
MODEL DETAILS		KEY INFO		RUNNING COSTS					
OUR STAR RATINGS	VERDICT	Price on the road	Target Price	Contract hire	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG
★★★★★ Outstanding ★★★★★ Good ★★★★★ Average ★★★★★ Below par ★★★★★ Poor FOR KEY SEE P99									
DS4 HATCHBACK									
VERDICT Disappointing dynamics, poor practicality and pricey									
Doors 5 Seats 5 L 4275mm W 1823mm H 1523mm Boot 359/102litres									
1.6 Vti 120 Dsign 5dr	★★★★★	£17,855	£17,024	£229	12.2	120	118	118	456
1.6 Vti 120 Dsign 5dr	★★★★★	£19,905	£18,973	£250	12.2	118	118	118	456
1.6 THP 160 Dsign 5dr	★★★★★	£21,765	£20,752	£275	9.3	132	161	177	36.7
1.6 THP 200 Dsign 5dr	★★★★★	£23,840	£22,692	£289	8.5	146	197	203	44.1
1.6 e-HDi 115 Dsign 5dr	★★★★★	£19,425	£18,510	-	12.4	118	113	177	65.7
1.6 e-HDi 115 Dsign 5dr	★★★★★	£21,475	£20,459	£255	12.4	118	113	177	65.7
1.6 e-HDi 115 Dsign 5dr	★★★★★	£21,975	£20,935	£381	12.4	118	113	177	64.2
2.0 HDi 135 Dsign 5dr	★★★★★	£21,900	£20,864	£263	9.4	127	134	236	57.6
2.0 HDi 160 Dsign 5dr	★★★★★	£22,700	£21,624	£274	9.4	127	161	251	57.6
2.0 HDi 160 Dsign 5dr	★★★★★	£23,700	£22,575	£281	9.3	132	161	251	57.6
DS5 HATCHBACK									
VERDICT Plenty going for it, but an overly firm ride spoils things									
Doors 5 Seats 5 L 4530mm W 1850mm H 1500mm									
1.6 THP 200 Dsign 5dr	★★★★★	£28,920	£26,297	£353	8.5	146	197	203	42.2
1.6 e-HDi 115 Dsign 5dr	★★★★★	£25,890	£23,351	£285	12.0	119	113	177	64.2
1.6 BlueHDi 120 Dsign 5dr	★★★★★	£23,260	£20,798	£259	11.7	119	113	177	72.4
1.6 BlueHDi 120 Dsign 5dr	★★★★★	£25,890	£23,351	£288	11.7	119	113	177	70.6
2.0 HDi 160 Dsign 5dr	★★★★★	£26,895	£24,326	£297	8.5	134	161	251	55.4
2.0 HDi 160 Dsign 5dr	★★★★★	£28,995	£26,326	£322	8.5	134	161	251	55.4
2.0 BlueHDi 180 Dsign 5dr	★★★★★	£31,580	£28,874	-	9.2	137	178	295	62.8
2.0 Hybrid 200 Dsign 5dr	★★★★★	£33,700	£31,117	-	8.3	131	200	203	72.4
2.0 Hybrid 200 Dsign 5dr	★★★★★	£31,600	£29,182	-	8.3	131	200	203	72.4
BERLINGO MULTISPACE MPV									
VERDICT Gives you lots of space for the money, but there are better MPVs									
Doors 5 Seats 5 L 4380mm W 1862mm H 1862mm Boot 675/930litres									
1.6 Vti 95 Vtr 5dr	★★★★★	£13,285	£11,861	£198	13.8	101	97	112	42.0
1.6 HDi 95 Vtr 5dr	★★★★★	£14,655	£13,182	£194	14.3	94	74	136	54.3
1.6 HDi 90 Plus Special Ed. 5dr	★★★★★	£15,805	£14,293	£210	14.3	102	89	159	54.3
1.6 HDi 90 Vtr 5dr	★★★★★	£15,105	£13,617	£199	14.3	102	89	159	54.3
1.6 e-HDi 90 Vtr 5dr	★★★★★	£15,875	£14,356	-	15.5	103	89	159	61.4
1.6 HDi 90 Vtr 5dr	★★★★★	£17,955	£15,597	£226	14.3	102	89	159	54.3
1.6 e-HDi 90 Vtr 5dr	★★★★★	£17,525	£15,949	-	15.5	103	89	159	61.4
1.6 HDi 115 Vtr 5dr	★★★★★	£17,905	£16,321	-	12.1	107	177	55.4	134/24%
C4 PICASSO MPV									
VERDICT A very practical and thoughtfully designed family car									
Doors 5 Seats 5 L 4428mm W 1826mm H 1623mm Boot 537/105litres									
1.6 Vti 120 Vtr+ 5dr	★★★★★	£17,760	£15,892	£247	12.3	116	118	118	44.8
1.6 Vti 120 Vtr+ 5dr	★★★★★	£19,020	£17,087	£260	12.3	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£21,320	£19,268	£284	9.0	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£23,720	£21,546	£318	9.0	130	154	177	46.3
1.6 HDi 90 Vtr 5dr	★★★★★	£18,450	£16,539	£225	12.9	108	91	170	67.3
1.6 HDi 90 Vtr+ 5dr	★★★★★	£19,710	£17,734	-	12.9	108	91	170	67.3
1.6 e-HDi 90 Vtr+ 5dr	★★★★★	£20,410	£18,398	£255	13.7	109	91	170	74.3
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,510	£18,493	£217	11.8	117	113	177	70.6
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£21,010	£18,967	£243	12.3	117	113	177	70.6
1.6 e-HDi 115 Exclusive 5dr	★★★★★	£21,810	£19,726	£227	11.8	117	113	177	70.6
1.6 e-HDi 115 Exclusive+ 5dr	★★★★★	£24,210	£22,003	£293	11.8	117	113	177	70.6
2.0 Blue HDi 150 Exclusive 5dr	★★★★★	£23,050	£20,878	£284	9.7	130	148	218	72.4
2.0 Blue HDi 150 Exclusive + 5dr	★★★★★	£25,410	£23,114	£318	9.7	130	148	218	70.6
GRAND C4 PICASSO MPV									
VERDICT A great MPV with clever seats and a classy, practical interior									
Doors 5 Seats 7 L 4597mm W 2117mm H 1656mm Boot 632/218litres									
1.6 Vti 120 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 Vti 120 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	154	177	46.3
1.6 e-HDi 115 Vtr 5dr	★★★★★	£19,460	£17,505	£262	12.6	116	118	118	44.8
1.6 e-HDi 115 Vtr+ 5dr	★★★★★	£20,720	£18,700	£279	12.6	116	118	118	44.8
1.6 THP 155 Exclusive 5dr	★★★★★	£23,020	£20,881	£297	9.2	130	154	177	47.1
1.6 THP 155 Exclusive+ 5dr	★★★★★	£25,420	£23,158	£327	9.2	130	1		

* Calls cost 5p per minute plus your standard access charge

FORD		KEY INFO		RUNNING COSTS											
MODEL DETAILS															
OUR STAR RATINGS		VERDICT	Price on the road	Target Price £845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ tax liability	Monthly company car tax bill 20%/40%	Cost per mile	Retained value @3yrs/36k miles	Insurance group
★★★★ Outstanding															
★★★★ Good															
★★★ Average															
★★★ Below par															
★★★★★ Poor															
FOR KEY SEE P99															
12 Zetec 3dr	★★★★	★★★★	£10695	£9571	-	13.5	99	68	75	577	115/18%	£31/£63	31.5	40%	3
12 Titanium 3dr	★★★★	★★★★	£11995	£10795	-	13.5	99	68	75	577	115/18%	£35/£71	-	39%	3
12 Grand Prix 11 3dr	★★★★	★★★★	£11445	£10277	£202	13.5	99	68	75	577	115/18%	£34/£68	-	-	5
12 Metal 3dr	★★★★	★★★★	£11445	£10277	£185	13.5	99	68	75	577	115/18%	£34/£68	-	-	5

B-MAX MPV

VERDICT A decent compact MPV if you stick with the cheaper versions																	
Doors 5		Seats 5		L 4.077mm		W 2067mm (incl. mirrors)		H 1604mm		Boot 318/386litres							
1.0T EcoBoost 100i Zetec 5dr	★★★★	★★★★	£15,495	£13,787	£179	13.2	109	99	123	55.4	119/18%	£46/£92	-	42%	9		
1.0T EcoBoost 100i Titanium 5dr	★★★★	★★★★	£16,695	£14,893	£190	13.2	109	99	123	55.4	119/18%	£49/£99	-	41%	10		
1.0T EcoBoost 125i Zetec S/S 5dr	★★★★	★★★★	£16,095	£14,340	£184	11.2	117	118	-	571	99/14%	£31/£74	-	42%	13		
1.0T EcoBoost 125i Titanium S/S 5dr	★★★★	★★★★	£17,295	£15,446	£196	11.2	117	118	-	571	99/14%	£40/£80	-	39%	13		
1.0T EcoBoost 125i Titanium X 5dr	★★★★	★★★★	£18,495	£16,552	£208	11.2	117	118	-	571	99/14%	£43/£86	-	-	13		
1.4 90i Studio 5dr	★★★★	★★★★	£13,095	£12,095	£238	13.8	106	89	92	471	139/22%	£47/£94	-	45%	7		
1.4 90i Zetec 5dr	★★★★	★★★★	£14,895	£13,245	£185	13.8	106	89	92	471	139/22%	£53/£107	-	43%	8		
1.6 105i Zetec Powershift 5dr	★★★★	★★★★	£16,595	£14,813	£203	12.1	112	103	111	441	149/24%	£65/£131	-	44%	10		
1.6 105i Titanium Powershift 5dr	★★★★	★★★★	£17,795	£15,919	£215	12.1	112	103	111	441	149/24%	£70/£140	-	44%	11		
1.5 100i 75i Zetec 5dr	★★★★	★★★★	£16,295	£14,525	£174	16.5	98	74	-	68.9	109/19%	£51/£102	-	44%	8		
1.6 100i 95i Zetec 5dr	★★★★	★★★★	£16,795	£14,986	£177	13.9	108	94	170	70.6	104/18%	£50/£100	-	43%	10		
1.4 100i 95i Titanium 5dr	★★★★	★★★★	£17,995	£16,092	£189	13.9	108	94	170	70.6	104/18%	£53/£107	-	42%	11		

FIESTA HATCHBACK

VERDICT No rival combines fun and comfort like the Fiesta																				
Doors	3/5	Seats	5	L 3969mm	W 1978mm (incl. mirrors)	H 1495mm	Boot	290/974litres												
1.0 80 Zetec S/S 3dr	★★★★	★★★★	£13,695	£12,262	-	14.9	103	79	77	65.7	99/14%	£31/£63	30.0	52%	6					
1.0 80 Zetec S/S 5dr	★★★★	★★★★	£14,295	£2,821	-	14.9	103	79	77	65.7	99/14%	£33/£66	30.8	51%	6					
1.0 80 Titanium S/S 3dr	★★★★	★★★★	£14,695	£13,193	-	14.9	103	79	77	65.7	99/14%	£34/£68	32.3	51%	7					
1.0 80 Titanium S/S 5dr	★★★★	★★★★	£15,295	£13,752	-	14.9	103	79	77	65.7	99/14%	£35/£71	33.2	50%	7					
1.0 100 EcoBoost Zetec S/S 3dr	★★★★	★★★★	£14,195	£12,727	-	11.2	112	99	123	65.7	99/14%	£33/£66	30.0	54%	11					
1.0 100 EcoBoost Zetec S/S 5dr	★★★★	★★★★	£14,795	£13,286	-	11.2	112	99	123	65.7	99/14%	£34/£68	30.8	53%	11					
1.0 100 EcoBoost Titanium S/S 3dr	★★★★	★★★★	£15,195	£13,693	-	11.2	112	99	123	65.7	99/14%	£35/£70	31.5	53%	11					
1.0 100 EcoBoost Titanium S/S 5dr	★★★★	★★★★	£15,795	£14,218	-	11.2	112	99	123	65.7	99/14%	£36/£73	32.3	52%	11					
1.0 100 EcoBoost Titanium S/S 3dr	★★★★	★★★★	£16,445	£14,823	-	11.2	112	99	123	65.7	99/14%	£38/£76	32.3	53%	11					
1.0 100 EcoBoost Titanium S/S 5dr	★★★★	★★★★	£17,045	£15,382	-	11.2	112	99	123	65.7	99/14%	£39/£79	33.2	53%	11					
1.0 125 EcoBoost Titanium S/S 3dr	★★★★	★★★★	£15,695	£14,125	-	9.4	122	123	125	65.7/46.2	99/14%	£36/£73	33.2	58%	15					
1.0 125 EcoBoost Titanium S/S 5dr	★★★★	★★★★	£16,295	£14,684	-	9.4	122	123	125	65.7/46.2	99/14%	£37/£75	34.0	57%	15					
1.0 125 EcoBoost Titanium S/S 3dr	★★★★	★★★★	£16,945	£15,289	-	9.4	122	123	125	65.7/46.2	99/14%	£39/£78	35.2	56%	16					

MONDEO ESTATE

VERDICT Spacious, comfortable, refined and well equipped. Pity the interior isn't plusher																	
Doors 5	Seats 5	L 4867mm	W 1852mm	H 1501mm	Boot 537/1728litres												
12 Zetec 3dr	★★★★	★★★★	£22,580	£20,663	-	9.2	138	158	177	48.7/42.3	134/121%	£78/£56	48.2	-	23		
12 Zetec 5dr	★★★★	★★★★	£23,780	£21,761	-	9.2	138	158	177	48.7/42.3	134/121%	£82/£65	49.7	-	23		
1201 Ecoboost 160 Titanium 5dr	★★★★	★★★★	£27,295	£24,937	-	8.0	146	237	251	38.7	169/28%	£125/£251	55.8	-	-		
1201 Ecoboost 170 Titanium 5dr	★★★★	★★★★	£22,345	£20,488	-	12.1	119	113	199	78.5/53.3	94/16%	£59/£118	-	-	17		
1201 Ecoboost 175 Style 5dr	★★★★	★★★★	£23,345	£21,352	-	12.1	119	113	199	78.5/53.3	94/16%	£62/£124	-	-	17		
1201 Ecoboost 175 Zetec 5dr	★★★★	★★★★	£23,495	£22,449	-	12.1	119	113	199	78.5/53.3	94/16%	£65/£130	-	-	17		
1201 Ecoboost 175 Titanium 5dr	★★★★	★★★★	£24,095	£22,123	-	9.4	130	148	258	68.9	107/19%	£72/£145	44.5	-	23		
1201 Ecoboost 175 Style 5dr	★★★★	★★★★	£24,095	£22,037	-	9.4	130	148	258	68.9	107/19%	£76/£152	48.8	-	23		
1201 Ecoboost 175 Zetec 5dr	★★★★	★★★★	£25,045	£22,906	-	9.4	130	148	258	64.2	115/21%	£87/£174	46.2	-	23		
1201 Ecoboost 175 Titanium 5dr	★★★★	★★★★	£25,295	£23,135	-	9.4	130	148	258	68.9	107/19%	£79/£159	46.7	-	23		
1201 Ecoboost 175 Titanium Ecotronic 5dr	★★★★	★★★★	£25,795	£23,592	-	8.4	137	178	295	64.2	115/21%	£90/£180	47.5	-	27		

MONDEO HATCHBACK

VERDICT Good to drive and there's lots of space inside: rivals are better all-rounders, though																	
Doors 5		Seats 5		L 4869mm		W 1852mm		H 1476mm		Boot 528/1448litres							
	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Zetec 3dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Zetec 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 3dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Metal 3dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Metal 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
12 Grand Prix 11 5dr	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★	★★★★
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ATOZFORD

* Calls cost 5p per minute plus your standard access charge

FORD TO HYUNDAI									
MODEL DETAILS			KEY INFO			RUNNING COSTS			
OUR STAR RATINGS	VERDICT	Price on the road	Target Price	Contract hire	0-62 mph (sec)	Power (bhp)	Torque (lb/ft)	Gov't MPG	CO2g/km/ tax liability
★★★★★ Outstanding									
★★★★★ Good									
★★★★★ Average									
★★★★★ Below par									
★★★★★ Poor									
FOR KEY SEE P99									
1.6 TDCi 115 Titanium X 5dr	★★★★★	£24,045	£21,198	£280	13.5	108	114	199	124/22%
2.0 TDCi 140 Titanium 5dr	★★★★★	£23,250	£20,494	£278	10.1	124	138	236	134/24%
2.0 TDCi 163 Titanium X 5dr	★★★★★	£25,750	£22,749	£307	9.2	127	161	251	134/24%

S-MAX MPV									
VERDICT Brilliant to drive, but most rivals are cheaper to run									
Doors 5 Seats 7 L 4772mm	W 2154mm	(incl mirrors)	H 1660mm	Boot 285/2000litres					
1.6i EcoBoost Titanium S/S 5dr	★★★★★	£23,310	£21,279	-	9.9	126	158	177	41.5
1.6i EcoBoost Titanium S/S 5dr	★★★★★	£25,060	£22,874	-	9.9	126	158	177	41.5
2.0 EcoBoost Titanium S/S 5dr	★★★★★	£26,735	£24,429	-	8.5	137	200	221	34.9
2.0 EcoBoost Titanium S/S 5dr	★★★★★	£31,485	£28,760	-	7.9	146	237	250	34.0
2.0 EcoBoost Titanium S/S 5dr	★★★★★	£24,101	£22,004	-	13.4	111	114	199	54.3
1.6 TDCi 115 Titanium S/S 5dr	★★★★★	£25,860	£23,600	-	13.4	111	114	199	54.3
2.0 TDCi 140 Titanium 5dr	★★★★★	£26,045	£23,768	-	10.2	121	138	236	53.3
2.0 TDCi 163 Titanium 5dr	★★★★★	£26,645	£24,315	-	10.5	119	161	251	53.3
2.0 TDCi 163 Titanium X Sport 5dr	★★★★★	£30,395	£27,735	-	10.5	119	161	251	53.3
2.2 TDCi 200 Titanium 5dr	★★★★★	£27,870	£25,447	-	8.6	136	197	310	42.8/39.6
2.2 TDCi 200 Titanium X Sport 5dr	★★★★★	£31,620	£28,866	-	8.6	136	197	310	42.8/39.6

GALAXY MPV									
VERDICT A good large MPV, but rivals are better: reliability is a concern, too									
Doors 5 Seats 7 L 4819mm	W 2514mm	(incl mirrors)	H 1811mm	Boot 308/2325litres					
1.6 EcoBoost Zetec S/S 5dr	★★★★★	£25,670	£23,688	-	9.9	125	158	177	39.2
1.6 EcoBoost Titanium S/S 5dr	★★★★★	£27,570	£25,439	-	9.9	125	158	177	39.2
1.6 EcoBoost Titanium X S/S 5dr	★★★★★	£30,070	£27,944	-	9.9	125	158	177	39.2
2.0 EcoBoost Titanium X S/S 5dr	★★★★★	£29,203	£26,989	-	8.8	135	200	221	34.9
2.0 EcoBoost Titanium X S/S 5dr	★★★★★	£31,735	£29,293	-	8.8	135	200	221	34.9
1.6 TDCi 115 Zetec S/S 5dr	★★★★★	£26,460	£24,404	-	13.4	111	114	199	54.3
1.6 TDCi 115 Zetec S/S 5dr	★★★★★	£28,360	£26,155	-	13.4	111	114	199	54.3
1.6 TDCi 115 Titanium X S/S 5dr	★★★★★	£30,860	£28,459	-	13.4	111	114	199	54.3
2.0 TDCi 140 Zetec 5dr	★★★★★	£26,645	£24,574	-	10.6	120	138	236	53.3
2.0 TDCi 140 Titanium 5dr	★★★★★	£28,545	£26,325	-	10.6	120	138	236	53.3
2.0 TDCi 140 Titanium X 5dr	★★★★★	£31,045	£28,630	-	10.6	120	138	236	53.3
2.0 TDCi 163 Titanium 5dr	★★★★★	£29,145	£26,878	-	9.8	126	161	251	53.3
2.0 TDCi 163 Titanium X 5dr	★★★★★	£31,645	£29,183	-	9.8	126	161	251	53.3
2.2 TDCi 200 Titanium 5dr	★★★★★	£30,375	£28,029	-	8.8	134	197	-	41.5
2.2 TDCi 200 Titanium X 5dr	★★★★★	£32,875	£30,333	-	8.8	134	197	-	41.5

TOURNEO CONNECT MPV									
VERDICT Huge space inside and it's good to drive. Refinement isn't that impressive, though									
Doors 5 Seats 57 Kerb Weight na Towing na									
1.0 EcoBoost Style 5dr	★★★★★	£14,445	£13,390	£259	14.9	101	99	123	47.0
1.0 EcoBoost Zetec 5dr	★★★★★	£16,095	£14,919	£280	14.9	101	99	123	47.0
1.6 EcoBoost Zetec 5dr	★★★★★	£19,120	£17,747	-	11.4	107	148	162	37.1
1.6 TDCi 95 Style 5dr	★★★★★	£14,945	£13,853	-	16.1	94	94	170	55.7
1.6 TDCi 95 Style Grand 5dr	★★★★★	£17,195	£15,938	£305	16.1	94	94	170	55.7
1.6 TDCi 95 Zetec 5dr	★★★★★	£16,595	£15,382	£269	16.1	94	94	170	55.7
1.6 TDCi 95 Zetec Grand 5dr	★★★★★	£18,845	£17,467	-	16.1	94	94	170	55.7
1.6 TDCi 95 Titanium 5dr	★★★★★	£17,595	£16,309	£277	16.1	94	94	170	55.7
1.6 TDCi 115 Zetec 5dr	★★★★★	£17,195	£15,948	£277	13.8	103	114	199	55.7
1.6 TDCi 115 Zetec Grand 5dr	★★★★★	£19,445	£18,023	£336	13.8	103	114	199	55.7
1.6 TDCi 115 Titanium 5dr	★★★★★	£18,195	£16,865	£284	13.8	103	114	199	55.7
1.6 TDCi 115 Titanium Grand 5dr	★★★★★	£20,445	£18,949	£344	13.8	103	114	199	55.7

HONDA whatcar.com/honda									
JAZZ HATCHBACK									
VERDICT As roomy and versatile as bigger cars. Ride and refinement disappoint									
Doors 5 Seats 5 L 3900mm	W 2029mm	(incl mirrors)	H 1526mm	Boot 337/883litres					
1.2 VTEC SE 5dr	★★★★★	£13,395	£12,432	-	12.5	110	89	84	53.3
1.2 VTEC SE 1.5dr	★★★★★	£14,390	£13,352	£196	12.5	110	89	84	53.3
1.2 VTEC S 5dr	★★★★★	£11,695	£10,861	£163	12.5	110	89	84	53.3
1.2 VTEC S 1.5dr	★★★★★	£12,545	£11,647	£179	12.5	110	89	84	53.3
1.2 VTEC S 1.5dr	★★★★★	£13,395	£12,432	-	12.5	110	89	84	53.3

FORD TO HYUNDAI									
MODEL DETAILS			KEY INFO			RUNNING COSTS			
OUR STAR RATINGS	VERDICT	Price on the road	Target Price	Contract hire	0-62 mph (sec)	Power (bhp)	Torque (lb/ft)	Gov't MPG	CO2g/km/ tax liability
★★★★★ Outstanding									
★★★★★ Good									
★★★★★ Average									
★★★★★ Below par									
★★★★★ Poor									
FOR KEY SEE P99									
2.0 VTEC ES GT Nav 5dr	★★★★★	£26,885	£24,885	£352	10.1	132	154	142	163/27%
2.4 VTEC EX 5dr	★★★★★	£29,550	£27,410	£398	8.3	138	198	172	201/35%
2.4 VTEC EX ADAS 5dr	★★★★★	£31,950	£29,628	£438	8.3	138	198	172	201/35%
2.2 VTEC 150 ES 5dr	★★★★★	£26,895	£24,919	£350	9.7	129	148	258	143/26%
2.2 VTEC 150 ES GT 5dr	★★★★★	£27,870	£25,820	£355	9.8	129	148	258	143/26%
2.2 VTEC 150 ES GT Nav 5dr	★★★★★	£29,070	£26,929	£370	9.8	129	148	258	143/26%
2.2 VTEC 150 EX ADAS 5dr	★★★★★	£30,330	£28,093	£385	10.7	129	148	258	146/27%
2.2 VTEC 180 Type S ADAS 5dr	★★★★★	£32,730	£30,311	£426	10.7	129	148	258	146/27%
2.2 VTEC 180 Type S ADAS 5dr	★★★★★	£32,925	£30,491	£445	8.8	135	177	280	150/28%
2.2 VTEC 180 Type S ADAS 5dr	★★★★★	£35,175	£32,571	£453	8.8	135	177	280	150/28%

CRV CROSSOVER									
VERDICT Masses of space, but there are cheaper and better-equipped rivals									
Doors 5 Seats 5 L 4570mm	W 2095mm	H 1688mm	Boot 589/1648litres						
2.0 VTEC S 5dr	★★★★★	£22,345	£20,778	£284	10.0	118	154	141	168/28%
2.0 VTEC S New 2WD 5dr	★★★★★	£23,245	£21,612	£279	10.0	118	154	141	168/28%
2.0 VTEC SE 2WD 5dr	★★★★★	£24,515	£22,788	£311	10.0	118	154	141	168/28%
2.0 VTEC SE New 2WD 5dr	★★★★★	£25,685	£23,873	£307	10.0	118	154	141	168/28%
2.0 VTEC SE 5dr	★★★★★	£25,615	£23,808	£300	10.2	118	154	141	173/29%
2.0 VTEC SE Nav 5dr	★★★★★	£26,785	£24,892	£318	10.2	118	154	141	173/29%
2.0 VTEC SE 5dr	★★★★★	£28,595	£26,573	£333	10.2	118	154	141	177/30%
2.0 VTEC EX 5dr	★★★★★	£30,440	£28,282	£363	10.2	118	154	141	177/30%
1.6 VTEC 120 S New 2WD 5dr	★★★★★	£24,300	£21,734	£271	11.2	113	118	221	115/21%
1.6 VTEC 120 SE New 2WD 5dr	★★★★★	£25,570	£23,744	£292	11.2	113	118	221	115/21%
1.6 VTEC 120 SE New 2WD 5dr	★★★★★	£26,740	£24,828	£299	11.2	113	118	221	115/21%
1.6 VTEC 120 SE New 2WD 5dr	★★★★★	£28,495	£26,455	£316	11.2	113	118	221	119/21%
1.6 VTEC 160 SE 5dr	★★★★★	£27,570	£25,597	-	9.6	125	158	258	129/23%
1.6 VTEC 160 SE Nav 5dr	★★★★★	£28,740	£26,682	-	9.6	125	158	258	129/23%
1.6 VTEC 160 SE 5dr	★★★★★	£30,625	£28,438	-	9.6	125	158	258	133/24%
1.6 VTEC 160 EX 5dr	★★★★★	£32,470	£30,417	-	9.6	125	158	258	133/24%

HYUNDAI whatcar.com/hyundai									
I10 HATCHBACK									
VERDICT If you're looking for a practical city car, this is the car for you									
Doors 5 Seats 4/5 L 3645mm	W 1660mm	H 1500mm							
1.0 S 5dr	★★★★★	£8,705	£8,211	-	14.9	96	65	-	108/16%
1.0 S 5dr	★★★★★	£9,370	£8,835	-	14.9	96	65	-	108/16%
1.0 SE 5dr	★★★★★	£9,770	£9,211	-	14.9	96	65	-	108/16%
1.0 SE Blue Drive 5dr	★★★★★	£10,020	£9,445	-	15.1	96	65	-	98/14%
1.0 Premium 5dr	★★★★★	£10,470	£9,868	-	14.9	96	65	-	108/16%
1.2 SE 5dr	★★★★★	£10,270	£9,680	-	12.3	109	86	-	114/17%
1.2 Premium 5dr	★★★★★	£10,970	£10,337	-	12.3	109	86	-	114/17%

120 HATCHBACK									
VERDICT A sensible supermini with a lot of space and equipment, but its engines feel gutless									
Doors 5 Seats 5 L 4035mm	W 1734mm	H 1474mm	Boot 326/1042litres						
1.2 75 S 5dr	★★★★★	£10,695	£10,202	-	13.6	99	76	87	112

Doors 5 Seats 5 L 4300mm W 1780mm H 1470mm Boot 378/136litres														
1.3 IMA Hybrid HE 5dr	★★★★	E17150	E15902	-	111	105	97	123	62.8	104/15%	E42/E85	-	43%	16
1.3 IMA Hybrid HET 5dr	★★★★	E18145	E16.822	-	111	105	97	123	62.8	104/15%	E45/E90	-	-	16
1.3 IMA Hybrid HS 5dr	★★★★	E17650	E16.364	-	111	105	97	123	62.8	104/15%	E44/E88	-	42%	16
1.3 IMA Hybrid HST 5dr	★★★★	E18.645	E17.284	-	111	105	97	123	62.8	104/15%	E46/E92	-	-	16
1.3 IMA Hybrid HXT 5dr	★★★★	E19.250	E17.843	-	111	105	97	123	62.8	104/15%	E48/E96	-	42%	16
1.3 IMA Hybrid HXT 5dr	★★★★	E20.245	E18.763	-	111	105	97	123	62.8	104/15%	E50/E100	-	-	17
1.4i-VTEC ES Plus 5dr	★★★★	E14.895	E13.819	E193	11.4	113	99	94	50.4	129/20%	E49/E98	37.0	-	19
1.4i-VTEC ES Plus1 5dr	★★★★	E15.890	E14.738	E206	11.4	113	99	94	50.4	129/20%	E52/E105	38.5	-	19
1.4i-VTEC EX 5dr	★★★★	E15.995	E14.835	E218	11.0	111	99	94	50.4	129/20%	E53/E106	38.3	43%	16
1.4i-VTEC EXL 5dr	★★★★	E17.195	E15.944	E234	11.0	111	99	94	50.4	129/20%	E57/E114	40.1	-	16
1.4i-VTEC EXH 5dr	★★★★	E16.990	E15.795	-	11.0	111	99	94	50.4	129/20%	E56/E112	-	-	16
1.4i-VTEC EXL1 5dr	★★★★	E18.190	E16.863	E247	11.0	111	99	94	50.4	129/20%	E60/E120	41.6	-	16

CIVIC HATCHBACK

VERDICT Wide of the mark in too many key areas to trouble the class leaders

Doors 5 Seats 5 L 4300mm W 1770mm H 1470mm Boot 467/1210litres														
1.4i-VTEC S 5dr	★★★★	E15.975	E14.704	E217	13.4	116	99	94	52.3	129/20%	E53/E106	-	-	5
1.4i-VTEC S-Naw 5dr	★★★★	E16.815	E15.475	E232	13.4	116	99	94	52.3	129/20%	E55/E111	-	-	5
1.8i-VTEC S 5dr	★★★★	E17.635	E16.237	E257	9.1	134	140	128	48.7	137/22%	E64/E128	-	39%	13
1.8i-VTEC S-Naw 5dr	★★★★	E18.245	E16.796	E264	9.1	134	140	128	48.7	137/22%	E66/E132	-	39%	14
1.8i-VTEC SE Plus 5dr	★★★★	E19.565	E18.008	E281	9.1	134	99	94	46.3	145/24%	E77/E154	-	-	14
1.8i-VTEC SE Plus-Naw 5dr	★★★★	E20.175	E18.567	E287	9.1	134	99	94	46.3	145/24%	E79/E159	-	-	14
1.8i-VTEC Sport 5dr	★★★★	E19.615	E18.054	-	9.1	134	99	94	46.3	145/24%	E77/E155	-	-	14
1.8i-VTEC Sport-Naw 5dr	★★★★	E20.225	E18.613	-	9.1	134	99	94	46.3	145/24%	E80/E160	-	-	14
1.8i-VTEC SR 5dr	★★★★	E22.935	E20.364	E311	9.1	134	99	94	46.3	145/24%	E87/E175	-	-	14
1.8i-VTEC EX Plus 5dr	★★★★	E23.955	E22.014	E323	9.6	134	99	94	46.3	145/24%	E94/E189	-	-	15
1.6i-VTEC S 5dr	★★★★	E18.755	E17.283	E240	9.6	121	118	221	78.5	94/16%	E49/E99	-	44%	15
1.6i-VTEC S-Naw 5dr	★★★★	E19.365	E17.812	E246	9.6	121	118	221	78.5	94/16%	E51/E103	-	43%	15
1.6i-VTEC SE Plus 5dr	★★★★	E20.570	E18.917	E259	9.6	121	118	221	78.5	94/16%	E54/E109	-	43%	15
1.6i-VTEC Sport 5dr	★★★★	E20.820	E19.146	-	9.6	121	118	221	76.3	98/17%	E58/E117	-	-	15
1.6i-VTEC Sport-Naw 5dr	★★★★	E21.430	E19.705	-	9.6	121	118	221	76.3	98/17%	E60/E121	-	-	15
1.6i-VTEC SE Plus-Naw 5dr	★★★★	E21.180	E19.476	E266	9.6	121	118	221	78.5	94/16%	E56/E112	-	43%	15
1.6i-VTEC SR 5dr	★★★★	E23.140	E21.273	E289	9.6	121	118	221	78.5	94/16%	E61/E123	-	42%	16
1.6i-VTEC EX Plus 5dr	★★★★	E25.140	E23.107	E304	9.6	121	118	221	76.3	98/17%	E71/E142	-	42%	16

CIVIC TOURER

VERDICT Rides better than the hatchback and has an enormous boot

Doors 5 Seats 5 L 4535mm W 1770mm H 140mm Boot 624/1658litres														
1.8i-VTEC S 5dr	★★★★	E18.650	E17.169	E286	9.2	130	140	128	45.6	146/24%	E73/E147	-	39%	13
1.8i-VTEC S-Naw 5dr	★★★★	E20.260	E17.728	E293	9.2	130	140	128	45.6	146/24%	E76/E152	-	39%	14
1.8i-VTEC SE Plus 5dr	★★★★	E20.565	E18.925	E310	9.5	130	140	128	44.1	149/24%	E81/E162	-	38%	14
1.8i-VTEC SE Plus-Naw 5dr	★★★★	E21.175	E19.484	E317	9.5	130	140	128	44.1	149/24%	E83/E167	-	38%	14
1.8i-VTEC SR 5dr	★★★★	E23.135	E21.281	E342	9.6	130	140	128	44.1/37.5	149/24%	E91/E183	-	40%	14
1.8i-VTEC EX Plus 5dr	★★★★	E24.935	E22.931	E355	9.6	130	140	128	43.5	149/24%	E98/E197	-	38%	15
1.6i-VTEC S 5dr	★★★★	E19.755	E18.170	E263	9.6	121	118	221	74.3	99/17%	E55/E111	-	43%	15
1.6i-VTEC S-Naw 5dr	★★★★	E20.365	E18.729	E270	9.6	121	118	221	74.3	99/17%	E57/E115	-	43%	15
1.6i-VTEC SE Plus 5dr	★★★★	E21.570	E19.834	E283	10.3	121	118	221	74.3	99/17%	E60/E121	-	43%	15
1.6i-VTEC SE Plus-Naw 5dr	★★★★	E22.180	E20.393	E290	10.3	121	118	221	74.3	99/17%	E62/E125	-	42%	15
1.6i-VTEC SR 5dr	★★★★	E24.340	E22.473	E319	10.5	121	118	221	72.4	103/18%	E72/E145	-	42%	16
1.6i-VTEC EX Plus 5dr	★★★★	E26.140	E24.023	E331	10.5	121	118	221	72.4/61.8	103/18%	E78/E156	-	42%	16

ACCORD SALOON

VERDICT Rivals offer a smoother ride, better refinement and lower prices

Doors 4 Seats 5 L 4726mm W 2090mm (incl. mirrors) H 1440mm Boot 467litres														
2.0i-VTEC ES 4dr	★★★★	E23.200	E21.507	E310	9.4	134	154	141	40.9	159/26%	E99/E199	51.2	38%	23
2.0i-VTEC ES GT 4dr	★★★★	E24.120	E22.357	E314	9.4	134	154	141	40.9	159/26%	E103/E207	51.7	38%	24
2.0i-VTEC ES GT Nav 4dr	★★★★	E25.320	E23.466	E329	9.4	134	154	141	40.9	159/26%	E108/E217	53.5	-	24
2.0i-VTEC EX 4dr	★★★★	E26.580	E24.631	E344	9.9	134	154	141	40.4	162/27%	E91/E237	55.4	37%	24
2.4i-VTEC EX 4dr	★★★★	E27.890	E25.865	E370	8.1	141	198	172	32.8	199/34%	E154/E309	61.4	36%	26
2.4i-VTEC EX ADAS 4dr	★★★★	E30.290	E28.082	E410	8.1	141	198	172	32.8	199/34%	E168/E337	66.1	-	27
2.2i-VTEC 150 ES 4dr	★★★★	E25.400	E23.536	E332	9.4	132	148	258	53.3	138/25%	E105/E210	51.3	40%	24
2.2i-VTEC 150 ES GT 4dr	★★★★	E26.320	E24.386	E332	9.4	132	148	258	53.3	138/25%	E108/E217	51.3	40%	24
2.2i-VTEC 150 ES GT Nav 4dr	★★★★	E27.520	E25.495	E347	9.4	132	148	258	53.3	138/25%	E123/E227	53.1	-	24
2.2i-VTEC 150 EX 4dr	★★★★	E28.795	E26.675	E364	9.5	132	148	258	52.3	141/26%	E123/E227	55.2	38%	25
2.2i-VTEC 150 EX ADAS 4dr	★★★★	E31.195	E28.893	E405	9.5	132	148	258	52.3	141/26%	E134/E268	59.9	-	26
2.2i-VTEC 180 Type S 4dr	★★★★	E31.435	E29.114	E384	8.8	137	177	280	50.4	147/27%	E140/E281	58.1	38%	28
2.2i-VTEC 180 Type S ADAS 4dr	★★★★	E33.685	E31.194	E422	8.8	137	177	280	50.4	147/27%	E150/E301	62.5	-	29

ACCORD TOURER

VERDICT Reliable and well built, but has the same flaws as the saloon

Doors 5 Seats 5 L 4740mm W 2090mm (incl. mirrors) H 1440mm Boot 406/1183litres														
2.0i-VTEC ES 5dr	★★★★	E24.680	E22.875	E331	9.7	132	154	142	40.4	163/27%	E110/E220	53.9	37%	23
2.0i-VTEC ES GT 5dr	★★★★	E25.655	E23.776	E336	10.1	132	154	142	40.4	163/27%	E114/E228	54.5	37%	24

16

Doors 5 Seats 5 L 4300mm W 1780mm H 1470mm Boot 378/136litres														
1.4 100 S 5dr	★★★★	E15.195	E13.695	-	13.2	113	98	101	47.1	138/22%	E55/E110	-	-	7
1.4 100 SE 5dr	★★★★	E16.495	E14.995	-	13.2	113	98	101	47.1	138/22%	E59/E119	-	-	7
1.6 120 SE auto 5dr	★★★★	E17.895	E16.395	-	11.9	119	118	115	41.5	158/26%	E76/E153	-	-	9
1.6 120 Premium 5dr	★★★★	E20.295	E18.795	-	10.9	119	118	115	44.1	145/24%	E80/E160	-	-	9
1.6 CRDi 110 Blue Drive S 5dr	★★★★	E17.195	E15.695	-	10.9	116	109	192	-	94/16%	E45/E91	-	-	11
1.6 CRDi 110 Blue Drive SE 5dr	★★★★	E18.495	E16.995	-	10.9	116	109	192	-	94/16%	E49/E98	-	-	11
1.6 CRDi 136 Blue Drive Premium 5dr	★★★★	E22.295	E20.795	-	10.9	116	134	206	-	102/18%	E66/E133	-	-	11

130 TOURER

VERDICT Well-priced estate with strong diesel engines and lots of space

Doors 5 Seats 5 L 4300mm W 1780mm H 1470mm Boot 378/136litres														
1.6 120 S 5dr	★★★★	E16.895	E16.264	-	10.9	119	118	115	44.1	145/24%	E66/E133	-	-	9
1.6 120 SE 5dr	★★★★	E18.195	E17.513	-	10.9	119	118	115	44.1	145/24%	E72/E148	-	-	9
1.6 CRDi 110 Blue Drive S 5dr	★★★★	E18.295	E17.603	-	10.9	116	109	192	-	94/16%	E48/E97	-	-	11
1.6 CRDi 136 Blue Drive SE 5dr	★★★★	E19.595	E18.852	-	10.9	116	134	206	72.4	102/18%	E58/E117	-	-	11

140 SALOON

VERDICT Worth a look, even though the best rivals are bigger and better to drive

Doors 4 Seats 5 L 4240mm W 1815mm H 1470mm														
1.7 CRDi 115 BDrive Active 4dr 100V														
★★★★	E19.105	E18.562	E256	12.3	119	114	192	65.7	113/20%	E63/E127	-	42%	12	
★★★★	E21.205	E19.946	E270	12.3	119	114	192	65.7	113/20%	E70/E141	-	39%	13	
★★★★	E23.485	E22.086	E317	12.3	119	114	192	65.7	113/20%	E78/E156	-	39%	13	
★★★★	E19.905	E18.725	E265	10.3	125	134	240	62.8	119/21%	E69/E138	-	42%	16	
★★★★	E22.005	E20.697	E317	10.3	125	134	240	62.8	119/21%	E76/E153	-	39%	16	
★★★★	E24.005	E22.950	E370	10.3	125	134	240	62.8	119/21%	E85/E170	-	39%	17	

* Calls cost 5p per minute plus your standard access charge

INFINITI TO KIA		MODEL DETAILS		KEY INFO		RUNNING COSTS											
VERDICT	OUR STAR RATINGS			Price on the road	Target Price 0845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG	True MPG	CO2g/km/ tax liability	Monthly company car tax bill	Cost per mile	Retained value @3yrs/36k miles	Insurance group
	★★★★★ Outstanding	★★★★★ Good	Gov't MPG								True MPG	CO2g/km/ tax liability	Monthly company car tax bill	Cost per mile	Retained value @3yrs/36k miles		
	★★★★★ Average	★★★★★ Average	Gov't MPG								True MPG	CO2g/km/ tax liability	Monthly company car tax bill	Cost per mile	Retained value @3yrs/36k miles		
	★★★★★ Below par	★★★★★ Below par	Gov't MPG								True MPG	CO2g/km/ tax liability	Monthly company car tax bill	Cost per mile	Retained value @3yrs/36k miles		
	★★★★★ Poor	★★★★★ Poor	Gov't MPG								True MPG	CO2g/km/ tax liability	Monthly company car tax bill	Cost per mile	Retained value @3yrs/36k miles		
FOR KEY SEE P99																	

22 CRD Premium 4WD 5dr	★★★★	E30,595	E28,408	-	9.8	118	194	322	46.3/37.6	159/29%	E146/E293	58.7	51%	19
22 CRD Premium 4WD 7dr	★★★★	E31,900	E29,617	-	9.8	118	194	322	46.3/37.6	159/29%	E153/E306	60.4	51%	19
22 CRD Premium SE 4WD 7dr	★★★★	E35,395	E32,855	-	9.8	118	194	322	46.3	159/29%	E169/E339	66.2	44%	20

INFINITI whatcar.com/infiniti												
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Q50 SALOON												
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VERDICT The most compelling Infiniti saloon to date, but still off the pace														
Doors 4 Seats 5	L 4783mm	H 1443mm	Boot 1400litres	W 1824mm	H 1443mm	Boot 1400litres	W 1824mm	H 1443mm	Boot 1400litres	W 1824mm	H 1443mm	Boot 1400litres		
201 Premium 4dr	★★★★	E32,455	E31,296	-	7.2	150	208	-	44.8	146/24%	E129/E258	-	40	
201 Premium Tech 4dr	★★★★	E38,955	E37,557	-	7.2	150	208	-	44.8	146/24%	E155/E310	74.7	40	
201 Sport 4dr	★★★★	E34,825	E33,580	-	7.2	150	208	-	44.8	146/24%	E138/E276	-	40	
201 Sport Tech 4dr	★★★★	E39,725	E38,300	-	7.2	150	208	-	44.8	146/24%	E157/E315	76.5	40	
3.5 S Hybrid Sport 4dr	★★★★	E40,695	E39,233	BEST BUY	5.1	155	359	-	45.6/35.2	144/23%	E155/E310	-	42	
3.5 S Hybrid Sport AWD 4dr	★★★★	E42,340	E40,819		5.1	155	359	-	45.6	144/23%	E161/E322	-	42	
3.5 S Hybrid Sport Tech 4dr	★★★★	E45,595	E43,953		5.1	155	359	-	45.6	144/23%	E174/E348	82.1	42	
3.5 S Hybrid Sport Tech AWD 4dr	★★★★	E47,240	E45,539		5.1	155	359	-	41.5	159/26%	E203/E407	83.9	42	
22D SE 4dr	★★★★	E28,650	E27,626		8.7	144	168	295	64.2	114/20%	E95/E190	51.5	39%	39
22D Premium 4dr	★★★★	E31,050	E29,937		8.7	144	168	295	64.2	114/20%	E103/E206	55.3	38%	40
22D Premium Tech 4dr	★★★★	E37,550	E36,199		8.7	144	168	295	64.2	114/20%	E125/E250	66.9	40	
22D Sport 4dr	★★★★	E38,420	E37,220		8.7	144	168	295	62.8	118/21%	E116/E233	59.9	38%	40
22D Sport Tech 4dr	★★★★	E33,240	E32,220		8.7	144	168	295	62.8	118/21%	E133/E267	68.3	40	

Q60 COUPE												
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Q60 COUPÉ CABRIOLET

VERDICT Poor to drive and it'll cost you a bomb to buy and run. Look elsewhere

Doors 2 **Seats** 4 **L** 4660mm **W** 2010mm (incl. mirrors) **H** 1400mm

Q60 COUPE CABRIOLET												
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VERDICT Poor to drive and it'll cost you a bomb to buy and run. Look elsewhere														
Doors 2 Seats 4	L 4660mm	H 1400mm	Boot 275litres	W 2010mm	H 1400mm	Boot 275litres	W 2010mm	H 1400mm	Boot 275litres	W 2010mm	H 1400mm	Boot 275litres		
37 V6 Q60 GT Premium auto 2dr	★★★★	E45,740	E44,236	-	6.4	155	315	266	24.8	264/37%	E278/E557	102.8	-	48

Q70 SALOON												
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QX50 4x4														
VERDICT Lots of equipment can't make up for cramped cabin and high running costs														
Doors 5	Seats 5	L 4635mm	W 2043mm	H 1600mm	Boot 340(l)/175(litres)									
37 V6 QX GT 5dr	★★★★	E39,980	E37,707	-	6.4	149	315	266	25.0	265/37%	E233/E466	94.1	30%	44
37 V6 QX GT Premium 5dr	★★★★	E42,580	E41,184	-	6.4	149	315	266	25.0	265/37%	E255/E510	98.5	30%	45
30d 5dr	★★★★	E34,490	E33,356	-	7.9	137	235	406	33.2	224/37%	E208/E416	80.8	36%	43
30d GT 5dr	★★★★	E38,445	E37,675	-	7.9	137	235	406	33.2	224/37%	E232/E465	80.8	34%	44
30d GT Premium 5dr	★★★★	E42,045	E40,652	-	7.9	137	235	406	33.2	224/37%	E255/E510	85.2	33%	44

QX50 4X4												
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VERDICT Looks the business, but it's poor to drive and far too expensive														
Doors 5	Seats 5	L 4865mm	W 2134mm (incl. mirrors)	H 1680mm	Boot 410/1305litres									
37 V6 GT 5dr	★★★★	£43,250	£41,628	-	6.8 145 315	266	23.4	282/37%	£259/£519	97.9	-	49		
37 V6 GT Premium 5dr	★★★★	£47,700	£45,904	-	6.8 145 315	266	23.4	282/37%	£287/£574	103.2	-	49		
37 V6 S 5dr	★★★★	£45,350	£43,646	-	6.8 145 315	266	23.4	282/37%	£272/£545	102.1	-	49		
37 V6 S Premium 5dr	★★★★	£49,800	£47,992	-	6.8 145 315	266	23.4	282/37%	£300/£599	107.4	-	49		

QX70 4X4												
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VERDICT Looks the business, but it's poor to drive and far too expensive														
Doors 5 Seats 5	L 4863mm	H 1680mm	Boot 410/130litres	W 2134mm	H 1680mm	Boot 410/130litres	W 2134mm	H 1680mm	Boot 410/130litres	W 2134mm	H 1680mm	Boot 410/130litres		
37 V6 GT 5dr	★★★★	E43,250	E41,628	-	6.8	145	315	266	23.4	282/37%	E259/E519	97.9	-	49
37 V6 GT Premium 5dr	★★★★	E47,700	E45,904	-	6.8	145	315	266	23.4	282/37%	E287/E574	103.2	-	49
37 V6 S 5dr	★★★★	E45,350	E43,646	-	6.8	145	315	266	23.4	282/37%	E272/E545	102.1	-	49
37 V6 S Premium 5dr	★★★★	E47,920	E46,922	-	6.8	145	315	266	23.4	282/37%	E300/E599	107.4	-	49
5.0 V8 S Premium 5dr	★★★★	E54,750	E52,678	-	5.8	155	385	369	21.6	307/37%	E330/E661	116.2	-	49
30d GT Premium 5dr	★★★★	E42,045	E40,652	-	7.9	137	235	406	33.2	224/37%	E255/E510	85.2	33%	44

INFINITI TO KIA		KEY INFO		RUNNING COSTS										
MODEL DETAILS		Price on the road		Target Price	Contract hire	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG	CO2g/km/ tax liability	Monthly company car	Cost per mille	Retained value @3yrs/36k miles
OUR STAR RATINGS		VERDICT		6394*	845 £27					True MPG				
★★★★★ Outstanding	★★★★★ Good	★★★★★ Outstanding	★★★★★ Good											
★★★★★ Average	★★★★★ Average	★★★★★ Average	★★★★★ Average											
★★★★★ Below par	★★★★★ Below par	★★★★★ Below par	★★★★★ Below par											
★★★★★ Poor	★★★★★ Poor	★★★★★ Poor	★★★★★ Poor											
FOR KEY SEE P99														
F-TYPE ROADSTER														
VERDICT A lot of fun, especially the more expensive versions														
Doors2, Seats 2 L 4470mm W 1923mm H 1308mm Boot 196litres														
30 V6 2dr	★★★★★													
30 V6 S 2dr	★★★★★													
50 V6 S 2dr	★★★★★													
JEEP Whatcar.com/jeep														
COMPASS CROSSOVER														
VERDICT It looks the part, but rivals are classier and better to drive														
Doors5, Seats 5 L 4448mm W 182mm H 1663mm Boot 458/1269litres														
20 Sport 2WD 5dr	★★★★★													
24 North 2WD 5dr	★★★★★													
24 Limited 4WD 5dr	★★★★★													
22 CRD Limited 4WD 5dr	★★★★★													
WRANGLER 4X4														
VERDICT Superb in the rough, far too compromised everywhere else														
Doors3/5, Seats 5 L 4223mm W 1673mm H 1840mm Boot 42/430litres														
30 V6 Sahara 3dr	★★★★★													
30 V6 Sahara 3dr	★★★★★													
30 V6 Overland 3dr	★★★★★													
30 V6 Overland 3dr	★★★★★													
30 V6 Rubicon 3dr	★★★★★													
30 V6 Rubicon 3dr	★★★★★													
28 CRD Overland 3dr	★★★★★													
28 CRD Overland 3dr	★★★★★													
28 CRD Overland 3dr	★★★★★													
28 CRD Overland 3dr	★★★★★													
28 CRD Overland 3dr	★★★★★													
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28 CRD Overland														

F-TYPE ROADSTER												
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F-TYPE ROADSTER													
VERDICT A lot of fun, especially the more expensive versions													
Doors 2	Seats 2	L 4470mm	H 1308mm	Boot 196litres	W 1923mm	H 1308mm	Boot 196litres	W 1923mm	H 1308mm	Boot 196litres	W 1923mm	H 1308mm	Boot 196litres
3.0 V6 2dr	★★★★	E58,535	E55,167	E849	5.1	161	336	332	31.5	209/36%	E347/E694	113.2	- 50
3.0 V6 S 2dr	★★★★	E67,535	E63,638	E968	4.8	171	375	339	31.0	213/37%	E412/E824	127.6	- 50
5.0 V8 S 2dr	★★★★	E79,995	E75,393	E1208	4.2	186	488	461	25.5	259/37%	E486/E972	157.6	- 50

COMPASS CROSSOVER												
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WRANGLER 4x4												
VERDICT Superb in the rough; far too compromised everywhere else												
Doors 5	Seats 5	L 4223mm	W 1873mm	H 1840mm	Boot 142/430litres							

* Calls cost 5p per minute plus your standard access charge

KIA TO MAZDA																	
MODEL DETAILS				KEY INFO			RUNNING COSTS										
OUR STAR RATINGS				VERDICT	Price on the road	Target Price 0845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ tax liability	Monthly company car tax bill 20%/40%	Cost per mile	Retained value @3yrs/36k miles	Insurance group
***** Outstanding	***** Good	***** Average	***** Below par														
FOR KEY SEE P99																	
1.6 GDI 120 SE Tech 3dr				*****	£23,095	£20,966	£278	10.5	122	126	192	65.7	112/20%	£76/£153	44.1	-	13

SOUL HATCHBACK

VERDICT Roomy and well equipped, but rivals are better to drive and cheaper to own

Doors 5 Seats 5 L 4140mm W 1800mm H 1600mm Boot 354/136/17 litres

EV 81kW 5dr	★★★★★	★★★★★	★★★★★	£29,995	£23,695	-	10.8	90	107	207	-	-/-	-/-	-	-	19
1.6 GDI Start 5dr	★★★★★	★★★★★	★★★★★	£12,800	£12,800	£164	10.6	115	130	119	41.5/36.8	158/26%	£54/£108	34.6	50%	9
1.6 GDI Connect 5dr	★★★★★	★★★★★	★★★★★	£15,000	£14,041	£195	10.6	115	130	119	41.5/36.8	158/26%	£64/£127	38.5	47%	10
1.6 GDI Connect Plus 5dr	★★★★★	★★★★★	★★★★★	£16,100	£15,090	£209	10.6	115	130	119	41.5/36.8	158/26%	£68/£137	40.3	45%	10
1.6 GDI Mixx 5dr	★★★★★	★★★★★	★★★★★	£18,355	£16,945	£246	10.6	115	130	119	38.7	170/29%	£87/£174	45.6	41%	11
1.6 GDI Mixx 5dr	★★★★★	★★★★★	★★★★★	£20,155	£18,662	£270	10.6	115	130	119	38.7	170/29%	£95/£191	48.4	38%	11
1.6 GDI Connect 5dr	★★★★★	★★★★★	★★★★★	£16,600	£14,864	£220	10.8	112	126	192	56.5	132/24%	£65/£131	38.0	47%	9
1.6 GDI Connect Plus 5dr	★★★★★	★★★★★	★★★★★	£17,700	£15,913	£233	10.8	112	126	192	56.5/41.5	132/24%	£70/£140	39.8	46%	10
1.6 GDI Mixx 5dr	★★★★★	★★★★★	★★★★★	£19,950	£17,758	£268	10.8	112	126	192	56.5/41.5	132/24%	£79/£158	43.9	42%	10
1.6 GDI Mixx 5dr	★★★★★	★★★★★	★★★★★	£21,750	£19,475	£292	10.8	112	126	192	56.5	132/24%	£86/£172	46.7	40%	11

OPTIMA SALOON																
VERDICT Disappointing in the key areas of ride and refinement. It's no Skoda Octavia																
Doors 4 Seats 5 L 4845mm W 1830mm H 1455mm																
1.7 CRDi 1.5G 4dr	*****	*****	*****	£19,995	£18,285	£265	10.3	120	134	239	57.6/49.3	128/20%	£66/£132	42.5	-	17
1.7 CRDi 1.2G 4dr	*****	*****	*****	£22,895	£21,078	£297	10.3	120	134	239	57.6/53.2	128/20%	£76/£152	46.3	-	17
1.7 CRDi 1.3G 4dr	*****	*****	*****	£25,795	£23,872	£331	10.3	120	134	239	57.6/49.3	128/20%	£85/£171	52.0	-	20

VENGA MPV

VERDICT A decent amount of space for the money but rival mini-MPVs are better buys

Doors 5 Seats 5 L 4068mm W 1765mm H 1600mm Boot 140/125/115 litres

1.4 89 115G 5dr	*****	*****	*****	£11,995	£10,423	-	12.5	103	89	101	50.4	130/21%	£41/£83	31.3	-	8
1.4 89 1.4 115G 5dr	*****	*****	*****	£12,795	£11,201	£179	12.5	103	89	101	50.4	130/21%	£44/£89	32.3	-	8
1.4 89 1.8 115G 5dr	*****	*****	*****	£13,595	£12,211	£179	12.5	103	89	101	50.4	130/21%	£47/£94	39.7	-	9
1.4 89 2 115G 5dr	*****	*****	*****	£13,895	£12,497	-	12.5	103	89	101	50.4	130/21%	£48/£96	34.3	-	9
1.6 123 1 115G 5dr	*****	*****	*****	£16,190	£14,436	£241	10.6	114	123	115	47.9	139/22%	£58/£117	38.3	-	13
1.6 123 2 auto 5dr	*****	*****	*****	£15,810	£14,327	£228	11.4	110	123	115	43.5	154/25%	£64/£129	39.9	-	11
1.6 123 3 auto 5dr	*****	*****	*****	£17,290	£15,484	£247	11.4	110	123	115	43.5	154/25%	£71/£142	41.7	-	11
1.4 CRDi 89 2 5dr	*****	*****	*****	£15,195	£13,733	-	14.0	104	89	162	62.8	119/21%	£53/£106	33.4	-	10
1.4 CRDi 89 5dr	*****	*****	*****	£14,895	£13,448	-	14.0	104	89	162	62.8	119/21%	£51/£103	39.7	-	10
1.6 CRDi 114 3 15G 5dr	*****	*****	*****	£17,475	£15,651	£218	11.1	113	114	188	64.2	117/21%	£61/£121	35.9	-	14
1.6 CRDi 114 4 15G 5dr	*****	*****	*****	£18,570	£16,693	£218	11.1	113	114	188	64.2	117/21%	£64/£129	37.4	-	14

CARENS MPV

VERDICT Blends a practical interior with a comfortable ride and tempting pricing

Doors 5 Seats 7 L 4525mm W 1805mm H 1605mm

1.6 GDI 1 15G 5dr	★★★★★	★★★★★	★★★★★	£18,195	£16,741	£258	10.9	115	133	122	44.1	149/24%	£72/£143	40.8	32%	13
1.6 GDI 2 15G 5dr	★★★★★	★★★★★	★★★★★	£19,600	£17,902	£274	10.9	115	133	122	44.1	149/24%	£77/£155	42.7	31%	13
1.7 CRDi 114 1 15G 5dr	★★★★★	★★★★★	★★★★★	£19,590	£18,087	£258	12.6	112	114	188	60.1	124/22%	£71/£143	40.8	35%	12
1.7 CRDi 114 2 15G 5dr	★★★★★	★★★★★	★★★★★	£20,995	£19,248	£274	12.6	112	114	188	60.1	124/22%	£76/£153	42.7	34%	12
1.7 CRDi 134 2 Auto 5dr	★★★★★	★★★★★	★★★★★	£22,400	£20,614	£300	11.6	116	136	239	46.3	159/29%	£107/£214	48.9	34%	16
1.7 CRDi 134 3 15G 5dr	★★★★★	★★★★★	★★★★★	£24,300	£22,152	£311	10.0	119	136	239	56.4	132/24%	£96/£192	48.7	32%	16
1.7 CRDi 3 3dr New 15G 5dr	★★★★★	★★★★★	★★★★★	£25,250	£23,071	£323	10.0	119	136	239	56.4	132/24%	£100/£200	-	32%	16

SPORTAGE CROSSOVER																
VERDICT Looks great inside and out, but many rivals are better to drive																
Doors 5 Seats 5 L 4440mm W 1855mm H 1635mm Boot 564/193/115 litres																
1.6 GDI 2 2WD 5dr	*****	*****	*****	£17,500	£16,439	£206	10.7	111	133	122	41.5/40.7	158/26%	£75/£149	39.2	54%	14
1.6 GDI 2 2WD 15G 5dr	*****	*****	*****	£19,800	£18,590	£228	10.7	111	133	122	44.1/40.7	149/24%	£78/£156	40.8	51%	15
1.7 CRDi 1 2WD 15G 5dr	*****	*****	*****	£19,100	£17,934	£211	11.9	107	114	188	54.3	135/25%	£78/£157	38.0	57%	12
1.7 CRDi 2 2WD 15G 5dr	*****	*****	*****	£21,200	£19,900	£231	11.9	107	114	188	54.3	135/25%	£87/£175	40.2	54%	13
1.7 CRDi 3 2WD 15G 5dr	*****	*****	*****	£23,100	£21,680	£254	11.9	107	114	188	52.3	143/26%	£99/£198	43.4	52%	13
1.7 CRDi 3 Saloon 2WD 15G 5dr	*****	*****	*****	£23,900	£22,429	£263	11.9	107	114	188	52.3/49.7	143/26%	£102/£205	44.4	52%	13
1.7 CRDi 4 2WD 15G 5dr	*****	*****	*****	£25,000	£23,459	£282	11.9	107	114	188	52.3	143/26%	£107/£214	46.6	54%	14
2.0 CRDi 114 4 4WD 5dr	*****	*****	*****	£21,500	£20,182	£223	10.9	112	134	236	49.6	149/27%	£95/£191	41.0	60%	16
2.0 CRDi 114 4 4WD 5dr	*****	*****	*****	£23,600	£22,149	£257	10.9	112	134	236	49.6/39.1	149/27%	£105/£210	43.9	57%	17
2.0 CRDi 114 4 4WD 5dr	*****	*****	*****	£25,500	£23,950	£281	10.9	112	134	236	47.1	156/29%	£122/£244	47.5	55%	17
2.0 CRDi 114 4 4WD 5dr	*****	*****	*****	£26,300	£24,679	£290	10.9	112	134	236	47.1	156/29%	£126/£251	48.5	53%	17

SORRENTO 4X4

VERDICT Comfortable, refined and with a spacious interior, but it's pretty expensive

Doors 5 Seats 7 Kerb Weight na Towing na									
2.2 DRD KX1 5dr	★★★★	£28,795	£27,356	-	9.0	124	197	325	49.6
2.2 DRD KX2 5dr	★★★★	£31,995	£30,393	-	9.0	124	197	325	46.3
2.2 DRD KX3 5dr	★★★★	£35,845	£34,045	-	9.0	124	197	325	46.3
2.2 DRD KX4 5dr	★★★★	£41,000	£38,944	-	9.6	124	197	325	42.2

LAND ROVER whatcar.com/land-rover

DEFENDER 4X4

VERDICT Off-road, little can touch it: on-road, there's little to recommend it

Doors 5 Seats 7 Kerb Weight na Towing na									
90 2.2D Hard Top 3dr	★★★★	£23,100	£22,206	-	14.7	90	120	266	28.3
90 2.2D Station Wagon 3dr	★★★★	£25,265	£24,286	-	14.7	90	120	266	27.7
90 2.2D Country Station Wagon 3dr	★★★★	£27,305	£26,247	-	14.7	90	120	266	27.7
90 2.2D XS Station Wagon 3dr	★★★★	£30,505	£29,321	-	14.7	90	120	266	27.7
110 2.2D Hard Top 3dr	★★★★	£25,010	£24,041	-	14.7	90	120	266	25.5
110 2.2D Country Utility Wagon 5dr	★★★★	£29,550	£28,404	-	15.7	90	120	266	25.5
110 2.2D Utility Wagon 5dr	★★★★	£27,620	£26,549	-	15.7	90	120	266	25.5
110 2.2D Station Wagon 5dr	★★★★	£27,620	£26,549	-	15.7	90	120	266	25.5
110 2.2D Country Station Wagon 5dr	★★★★	£33,405	£32,108	-	15.7	90	120	266	25.5
110 2.2D XS Station Wagon 5dr	★★★★	£33,405	£32,108	-	15.7	90	120	266	25.5
110 2.2D XS Utility Wagon 5dr	★★★★	£32,405	£31,147	-	15.7	90	120	266	25.5

FREELANDER 4X4

VERDICT A classy and comfortable 4x4. It's just a shame it's not more spacious

Doors 5 Seats 5 L 4500mm W 195mm H 1740mm Boot 405/16/90litres									
2.2 TD4 150 SE 5dr	★★★★	£27,765	£27,765	£413	10.9	112	148	310	45.6
2.2 TD4 150 SE Tech 5dr	★★★★	£29,765	£29,765	£423	10.9	112	148	310	45.6
2.2 SQA 190 SE 3dr	★★★★	£30,270	£30,270	£452	8.9	117	188	310	40.4
2.2 SQA 190 SE Tech 5dr	★★★★	£32,270	£32,270	£462	8.9	117	188	310	40.4
2.2 SQA 190 Metropolis 5dr	★★★★	£35,995	£35,995	£516	8.9	117	188	310	40.4

DISCOVERY 4X4

VERDICT Great off-road, and comfortable and refined on it. A sensational family car

Doors 5 Seats 5 L 4355mm W 2190mm (incl. mirrors) H 1887mm Boot 149/255/81litres									
3.0 SDV6 255 GS 5dr	★★★★	£40,005	£37,984	£990	8.8	112	252	443	35.3/30.7
3.0 SDV6 255 XS 5dr	★★★★	£46,865	£44,491	£671	8.8	112	252	443	35.3/30.7
3.0 SDV6 255 HSE 5dr	★★★★	£54,495	£51,729	£766	8.8	112	252	443	35.3/30.7

RANGE ROVER EVOQUE 4X4

VERDICT Plenty of style, but it isn't as good to drive or as practical as many rivals

Doors 5 Seats 5 L 4355mm W 1963mm H 1633mm Boot 57/51/44/5litres									
2.2 TD4 200 Dynamic Lux 4WD 5dr	★★★★	£46,210	£44,304	£606	7.2	134	237	251	36.2
2.2 TD4 150 Pure 2WD 5dr	★★★★	£29,205	£27,997	£385	10.6	112	148	280	56.5
2.2 TD4 150 Pure Tech 2WD 3dr	★★★★	£31,205	£29,909	-	10.6	112	148	280	57.6
2.2 TD4 150 Pure Tech 2WD 5dr	★★★★	£31,205	£29,914	-	10.6	112	148	280	56.5
2.2 SQA 190 Pure 4WD 5dr	★★★★	£31,505	£30,202	£396	8.4	121	188	310	49.6/36.4
2.2 SQA 190 Pure Tech 4WD 3dr	★★★★	£33,505	£32,119	-	8.4	121	188	310	49.6
2.2 SQA 190 Pure Tech 4WD 5dr	★★★★	£33,505	£32,119	-	8.4	121	188	310	49.6
2.2 SQA 190 Dynamic 4WD 3dr	★★★★	£39,305	£37,678	£508	8.4	121	188	310	49.6
2.2 SQA 190 Dynamic 4WD 5dr	★★★★	£39,305	£37,678	£473	8.4	121	188	310	49.6

DISCOVERY SPORT 4X4

VERDICT Seven seats and lots of high-tech safety kit, but most rivals are more efficient

Doors 5 Seats 5 L 4599mm W 2173mm (incl. mirrors) H 1724mm Boot 194/169/81litres									
2.2 SQA 190 SE 5dr	★★★★	£32,395	£32,395	-	9.8	117	188	310	46.3
2.2 SQA 190 SE Tech 5dr	★★★★	£33,895	£33,895	£473	9.8	117	188	310	46.3
2.2 SQA 190 HSE 5dr	★★★★	£37,595	£37,595	£537	9.8	117	188	310	46.3
2.2 SQA 190 HSE Luxury 5dr	★★★★	£41,195	£41,195	£604	9.8	117	188	310	46.3

RANGE ROVER 4X4

VERDICT One of the world's greatest SUVs and luxury cars - all in the same package

Doors 5 Seats 5 L 4999mm W 2073mm H 1835mm Boot 550/203/0litres									
5.0 V8 Autobiography 5dr	★★★★	£102,450	£102,450	-	5.1	140	503	461	21.6
5.0 V8 Autobiography 5dr	★★★★	£101,150	£101,150	£1675	5.5	140	503	461	21.6
3.0 TDV6 Vogue 5dr	★★★★	£74,950	£74,950	£1023	7.4	130	254	-	40.9/33.2
3.0 TDV6 Vogue SE 5dr	★★★★	£81,850	£81,850	£1123	7.4	130	254	-	40.9/33.2
3.0 TDV6 Autobiography 5dr	★★★★	£91,550	£91,550	£1297	7.4	130	254	-	40.9/33.2
3.0 SDV6 Hybrid Autobiography 5dr	★★★★	£148,65	£148,65	£135	335	516	456	164/300	£400/£800
4.4 SDV8 Vogue 5dr	★★★★	£81,950	£81,950	£1161	6.5	130	308	516	33.6
4.4 SDV8 Vogue SE 5dr	★★★★	£88,850	£88,850	£1261	6.5	130	308	516	33.6
4.4 SDV8 Autobiography 5dr	★★★★	£98,550	£98,550	£1435	6.5	130	308	516	33.6

VERDICT A tax-efficient choice, plenty of kit, but poor steering and so-so handling let it down

Doors 5 Seats 5 L 4770mm W 1885mm H 1685mm Boot 249/81litres									
450h SE 5dr	★★★★	£44,495	£41,508	£534	7.9	128	245	234	44.8
450h Luxury 5dr	★★★★	£48,495	£45,234	£604	7.9	128	245	234	44.8
450h Sport 5dr	★★★★	£51,995	£47,995	£665	7.9	128	245	234	44.8
450h Premier 5dr	★★★★	£55,495	£51,754	£728	7.9	128	245	234	44.8

RC-F COUPE

VERDICT Impressive engine and kit list, but poor steering and so-so handling let it down

Doors 2 Seats 4 L 4705mm W 1845mm H 1450mm Kerb Weight na Towing na									
5.0 V8 2dr	★★★★	£59,995	£59,995	-	4.5	168	471	391	26.2
5.0 V8 Carbon 2dr	★★★★	£67,995	£67,995	-	4.5	168	471	391	26.2

MAZDA whatcar.com/mazda

2 HATCHBACK

VERDICT It's well equipped and cheap to run, but many rivals are better all-rounders

Doors 5 Seats 5 L 4465mm W 1795mm H 1465mm Boot 364/126/3litres									
1.5 175 SE 5dr	★★★★	£11,995	£11,527	-	12.1	106	74	85	60.1
1.5 175 SE-L 5dr	★★★★	£12,995	£12,488	-	-	-	74	85	60.1
1.5 90 SE 5dr	★★★★	£13,995	£13,449	-	9.4	114	90	99	62.8
1.5 90 SE-L Nav 5dr	★★★★	£14,395	£13,833	-	9.4	114	90	99	62.8
1.5 90 Sport 5dr	★★★★	£14,995	£14,410	-	9.4	114	90	99	62.8
1.5 90 Sport Nav 5dr	★★★★	£15,395	£14,794	-	9.4	114	90	99	62.8
1.5 115 Sport Nav 5dr	★★★★	£15,995	£15,371	-	-	-	113	-	56.5
1.5 105 SE-L 5dr	★★★★	£15,995	£15,371	-	10.1	111	104	-	83.1
1.5 105 SE-L Nav 5dr	★★★★	£16,395	£15,755	-	10.1	111	104	-	83.1
1.5 105 Sport 5dr	★★★★	£16,995	£16,332	-	10.1	111	104	-	83.1
1.5 105 Sport Nav 5dr	★★★★	£17,395	£16,716	-	10.1	111	104	-	83.1

3 HATCHBACK

VERDICT A good family hatchback, but not a great one

Doors 5 Seats 5 L 4465mm W 1795mm H 1465mm Boot 364/126/3litres									
1.5 100 SE 5dr	★★★★	£16,995	£15,917	£211	10.8	113	99	111	55.4
1.5 100 SE Nav 5dr	★★★★	£17,595	£16,479	£217	10.8	113	99	111	55.4
2.0 120 SE 5dr	★★★★	£17,295	£16,198	£212	8.9	121	118	155	55.4
2.0 120 SE Nav 5dr	★★★★	£17,895	£16,760	£219	8.9	121	118	155	55.4
2.0 120 SE-L 5dr	★★★★	£18,795	£17,602	£239	8.9	121	118	155	55.4
2.0 120 SE-L Nav 5dr	★★★★	£19,395	£18,164	£246	8.9	121	118	155	55.4
2.0 120 Sport Nav 5dr	★★★★	£20,195	£18,913	£258	8.9	121	118	155	55.4
2.0 165 Sport Nav 5dr	★★★★	£21,920	£20,537	£296	8.2	130	162	155	48.7
2.2 150 SE 5dr	★★★★	£19,645	£18,398	£235	8.1	130	148	280	68.9
2.2 150 SE Nav 5dr	★★★★	£20,245	£18,960	£242	8.1	130	148	280	68.9
2.2 150 SE-L 5dr	★★★★	£21,145	£19,803	£263	8.1	130	148	280	68.9
2.2 150 SE-L Nav 5dr	★★★★	£21,745	£20,365	£269	8.1	130	148	280	68.9
2.2 150 Sport Nav 5dr	★★★★	£22,545	£21,114	£282	8.1	130	148	280	68.9

3 SALOON

VERDICT A decent choice if you're after a small saloon

Doors 4 Seats 5 L 4585mm W 2063mm H 1450mm									
2.0 120 SE 4dr	★★★★	£17,295	£16,198	£212	8.8	123	118	155	55.4
2.0 120 SE Nav 4dr	★★★★	£17,895	£16,760	£219	8.8	123	118	155	55.4
2.0 120 SE-L 4dr	★★★★	£18,795	£17,602	£239	8.8	123	118	155	55.4
2.0 120 SE-L Nav 4dr	★★★★	£19,395	£18,164	£246	8.8	123	118	155	55.4
2.0 120 Sport Nav 4dr	★★★★	£20,195	£18,913	£258	8.8	123	118	155	55.4
2.2 150 SE 4dr	★★★★	£19,645	£18,398	£235	8.0	132	148	280	72.4
2.2 150 SE Nav 4dr	★★★★	£20,245	£18,960	£242	8.0	132	148	280	72.4
2.2 150 SE-L 4dr	★★★★	£21,145	£19,803	£263	8.0	132	148	280	72.4
2.2 150 SE-L Nav 4dr	★★★★	£21,745	£20,365	£269	8.0	132	148	280	72.4
2.2 150 Sport Nav 4dr	★★★★	£22,545	£21,114	£282	8.0	132	148	280	72.4

6 SALOON

VERDICT Scores well on pace and efficiency. Ride and headroom let it down

Doors 4 Seats 5 L 4870mm W 1840mm (incl. mirrors) H 1450mm														
2.0 M5 SE 4dr	★★★★	£19,795	£18,490	£246	9.5	129	143	136	51.4	129/20%	£65/£131	42.6	-	18
2.0 M5 SE Nav 4dr	★★★★	£20,495	£19,144	£253	9.5	129	143	136	51.4	129/20%	£68/£136	43.5	-	18
2.0 M5 SE-L 4dr	★★★★	£20,795	£19,424	£252	9.5	129	143	136	51.4	129/20%	£69/£138	44.0	-	16
2.0 M5 SE-L Nav 4dr	★★★★	£21,495	£20,078	£259	9.5	129	143	136	51.4	129/20%	£71/£142	44.8	-	16
2.0 M5 Sport Nav 4dr	★★★★	£24,595	£22,982	£311	9.1	134	162	155	47.9	135/22%	£89/£179	50.5	-	19
2.2 150 SE 4dr	★★★★	£22,295	£20,825	£258	9.0	131	148	280	67.3/54.0	108/19%	£70/£140	41.9	-	21
2.2 150 SE Nav 4dr	★★★★	£22,995	£21,479	£265	9.0	131	148	280	67.3/54.8	108/19%	£72/£145	42.8	-	21
2.2 150 SE-L 4dr	★★★★	£23,295	£21,759	£264	9.0	131	148	280	67.3	108/19%	£73/£147	43.1	-	19
2.2 150 SE-L Nav 4dr	★★★★	£23,995	£22,453	£271	9.0	131	148	280	67.3/54.8	108/19%	£75/£151	44.0	-	19
2.2 150 Sport Nav 4dr	★★★★	£26,395	£24,614	£307	9.0	131	148	280	67.3/54.8	108/19%	£93/£166	47.0	-	21
2.2 175 Sport Nav 4dr	★★★★	£26,795	£25,028	£311	79.9	139	173	310	62.8/46.3	119/21%	£95/£187	48.6	-	23

* Calls cost 5p per minute plus your standard access charge

MAZDA TO MERCEDES-BENZ																	
MODEL DETAILS			KEY INFO		RUNNING COSTS												
OUR STAR RATINGS			VERDICT	Price on the road	Target Price £6394* 0845 527	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ Tax liability	Monthly company car tax bill 20%/40%	Cost per mile	Retained value @3yrs/36k miles		
★★★★★ Outstanding																	
★★★★★ Good																	
★★★★★ Average																	
★★★★★ Below par																	
★★★★★ Poor																	
FOR KEY SEE P99																	
6 TROURER																	
VERDICT Good space and practicality, and the diesels are incredibly efficient																	
Doors 5 Seats 5 L4805mm W1840mm (incl mirrors) H1475mm Boot 506/1648litres																	
220 145 SEI 5dr	★★★★★	£21725			£20,301	£268	9.6	128	143	136	50.4	131/21%	£75/£150	45.8	-	16	
220 145 SEI Nav 5dr	★★★★★	£22,425			£20,955	£275	9.5	129	143	136	51.4	129/20%	£74/£148	46.7	-	16	
220 165 Sport Nav 5dr	★★★★★	£25,395			£23,729	£317	9.1	134	162	155	47.9	135/22%	£92/£184	51.0	-	19	
220 150 SE 5dr	★★★★★	£23,095			£21,572	£263	9.2	130	148	280	64.2	116/21%	£80/£161	43.1	-	21	
220 150 SE Nav 5dr	★★★★★	£23,795			£22,226	£270	9.0	131	148	280	67.3	116/21%	£83/£166	44.0	-	21	
220 150 SEI 5dr	★★★★★	£24,095			£22,506	£269	9.2	130	148	280	64.2	116/21%	£84/£168	44.3	-	19	
220 150 SEI Nav 5dr	★★★★★	£24,795			£23,160	£276	9.0	131	148	280	67.3	116/21%	£86/£173	45.2	-	19	
220 150 Sport Nav 5dr	★★★★★	£27,195			£25,401	£314	9.0	131	148	280	67.3	116/21%	£95/£190	48.8	-	23	
220 175 Sport Nav 5dr	★★★★★	£27,595			£25,775	£321	7.9	139	173	310	62.8	119/21%	£96/£192	50.0	-	21	
X5-C CROSSOVER																	
VERDICT Combines generous space, kit and performance with low running costs																	
Doors 5 Seats 5 L4540mm W1840mm H1670mm Boot 503/620litres																	
220 Sportac-G 165 SEI 5dr	★★★★★	£22,295			£20,671	-	9.2	124	162	155	47.1	139/22%	£81/£162	47.0	47%	15	
220 Sportac-G 165 SEI Nav 5dr	★★★★★	£22,995			£21,320	-	9.2	124	162	155	47.1	139/22%	£83/£167	48.0	-	15	
220 Sportac-G 165 Sport Nav 5dr	★★★★★	£25,395			£23,544	-	9.2	124	162	155	47.1/41.3	139/22%	£92/£184	51.3	46%	16	
220 Sportac-iD 150 SEI 5dr	★★★★★	£24,095			£22,330	-	9.4	120	148	280	61.4	119/21%	£86/£168	42.0	48%	18	
220 Sportac-iD 150 SEI Nav 5dr	★★★★★	£24,795			£22,978	-	9.4	120	148	280	61.4	119/21%	£86/£173	43.0	-	18	
220 Sportac-iD 150 SEI Lux 5dr	★★★★★	£25,695			£23,912	-	9.4	120	148	280	61.4/47.2	119/21%	£89/£179	43.0	48%	20	
220 Sport-iD 150 SEI Lux Nav 5dr	★★★★★	£26,395			£24,461	-	9.4	120	148	280	61.4	119/21%	£92/£184	45.6	46%	20	
220 Sportac-iD 150 Sport Nav 5dr	★★★★★	£27,195			£25,202	-	9.4	120	148	280	61.4	119/21%	£95/£190	46.3	48%	19	
220 Sport-iD 150 SEI AWD 5dr	★★★★★	£25,995			£24,100	-	9.4	120	148	280	54.3	136/25%	£107/£215	42.0	46%	17	
220 Sport-iD 150 SEI Nav AWD 5dr	★★★★★	£26,695			£24,748	-	9.4	120	148	280	54.3	136/25%	£110/£220	49.3	46%	17	
220 Sport-iD 175 Sport Nav AWD 5dr	★★★★★	£29,395			£27,250	-	8.8	129	173	310	54.3	136/25%	£121/£243	52.4	46%	21	
5 MPV																	
VERDICT Reliable and good to drive, but lots of MPVs do the important stuff better																	
Doors 5 Seats 7 L4585mm W1750mm H1615mm Boot 426/682litres																	
220 150 Sport Venture 5dr	★★★★★	£20,495			£19,602	£289	11.0	120	148	141	40.9	159/26%	£87/£175	46.2	-	16	
160 115 Sport Venture 5dr	★★★★★	£21,895			£20,938	£293	13.7	111	114	199	54.3	138/25%	£90/£180	43.9	-	16	
MX-5 OPEN																	
VERDICT Road test verdict to follow																	
Doors 2 Seats 2 L3915mm W730mm H235mm																	
15i SEI 2dr	★★★★★	£18,495			£18,495	-	-	-	129	111	48.0	139/22%	-/-	-	-	-	
15i SEI 2dr	★★★★★	£19,245			£19,245	-	-	-	129	111	48.0	139/22%	-/-	-	-	-	
15i SEI Nav 2dr	★★★★★	£19,845			£19,845	-	-	-	129	111	48.0	139/22%	-/-	-	-	-	
15i Sport 2dr	★★★★★	£21,845			£21,845	-	-	-	129	111	48.0	139/22%	-/-	-	-	-	
20i Sport 2dr	★★★★★	£22,445			£22,445	-	-	-	129	111	48.0	139/22%	-/-	-	-	-	
20i SEI 2dr	★★★★★	£20,095			£20,095	-	-	-	153	142	-	-/-	-/-	-	-	-	
20i SEI Nav 2dr	-	£20,695			£20,695	-	-	-	153	142	-	-/-	-/-	-	-	-	
20i Sport 2dr	-	£22,695			£22,695	-	-	-	153	142	-	-/-	-/-	-	-	-	
20i Sport Nav 2dr	-	£23,295			£23,295	-	-	-	153	142	-	-/-	-/-	-	-	-	
MERCEDES-BENZ whatcar.com/mercedes-benz																	

B-CLASS HATCHBACK														
VERDICT Offers generous space and an upmarket badge, but rivals are cheaper and better to drive														
Doors 5 Seats 5 L 4359mm W 1786mm H 1557mm Boot 488/666litres														
B180 SE 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B180 Sport 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B180 AMG Line 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B200 SE 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B200 Sport 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B200 AMG Line 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B180 CDI SE 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B180 CDI SE 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B180 CDI Sport 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B180 CDI AMG Line 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B200 CDI SE 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B200 CDI Sport 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B200 CDI AMG Line 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
B220 CDI Sport 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C-CLASS SALOON														
VERDICT The way it rides and handles doesn't live up to the looks														
Doors 4 Seats 5 L 4630mm W 1777mm H 1437mm														
CLA180 Sport 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
CLA180 AMG Sport 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
CLA 250 AMG Sport 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
CLA45 AMG 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
CLA 200 CDI Sport 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
CLA 200 CDI AMG Sport 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
CLA220 CDI Sport 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
CLA220 CDI AMG Sport 4dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C-CLASS COUPE														
VERDICT Does well on comfort and safety, but trails rivals for quality and driving fun														
Doors 2 Seats 5 L 4633mm W 1997mm (incl mirrors) H 1391mm														
C180 AMG Sport Edition 2dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C63 AMG Edition 507 2dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C220 CDI Exec. SE 2dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C220 CDI AMG Sport Edition 2dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C250 CDI AMG Sport Edition 2dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C-CLASS ESTATE														
VERDICT It's well equipped, decently practical and plush inside; if only it was more refined														
Doors 5 Seats 5 L 4702mm W 1810mm H 1457mm Boot 490/1510litres														
C200 SE 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C200 Sport 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C200 AMG Line 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C63 AMG 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C63 AMG S 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C200 BlueTEC SE 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C200 BlueTEC Sport 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***
C200 BlueTEC AMG Line 5dr	***	***	***	***	***	***	***	***	***	***	***	***	***	***

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The Audi A4 Saloon SE Technik ultra from £265 per month.* Includes:

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audi.co.uk/offers

*At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *plus VAT and initial rental. Business users only. Based on the Audi A4 Saloon SE Technik 2.0 TDI ultra 163PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,590.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (July 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

A TO Z MAZDA TO MERCEDES-BENZ

* Calls cost 5p per minute plus your standard access charge

MERCEDES-BENZ TO NISSAN				KEY INFO				RUNNING COSTS				MODEL DETAILS			
VERDICT				Price on the road				Target Price 0845 227 £6394*				OUR STAR RATINGS			
*****	Outstanding	*****	Good	*****	Good	*****	Average	*****	Below par	*****	Poor	*****	Outstanding	*****	Good
*****	Good	*****	Average	*****	Average	*****	Below par	*****	Below par	*****	Poor	*****	Good	*****	Good
*****	Average	*****	Below par	*****	Below par	*****	Poor	*****	Poor	*****	Poor	*****	Average	*****	Average
*****	Below par	*****	Poor	*****	Poor	*****	Poor	*****	Poor	*****	Poor	*****	Below par	*****	Below par
*****	Poor	*****	Poor	*****	Poor	*****	Poor	*****	Poor	*****	Poor	*****	Poor	*****	Poor
FOR KEY SEE P99															

CLS SHOOTING BRAKE															
VERDICT Looks good and drives well, but very expensive for an estate															
Doors 5 Seats 5 Boot 590/1550litres															
63 AMG 5 5dr	*****	£87,010	£80,070	-	4.3	155	577	664	28.5	231/37%	£493/£986	189.4	-	50	
220 BlueTec AMG Line 5dr	*****	£48,080	£43,571	£616	7.8	146	175	295	56.5	129/23%	£183/£367	-	-	44	
350 BlueTec AMG Line 5dr	*****	£51,400	£46,680	-	6.6	155	254	457	47.1	162/30%	£256/£512	-	-	47	

GLA CROSOVER															
VERDICT Has a nicely finished interior, but it's expensive and not particularly practical															
Doors 5 Seats 5 L 4147mm H 1804mm W 1804mm Boot 480/1635litres															
GLA250 AMG Line 4Matic 5dr	*****	£31,295	£29,206	-	7.1	143	208	258	42.8	154/25%	£129/£259	63.7	44%	34	
GLA450 AMG 4MATIC 5dr	*****	£44,600	£41,609	-	4.8	155	354	332	37.6	175/30%	£221/£442	98.2	42%	-	
GLA200 CDI Sport 5dr	*****	£26,265	£24,511	-	10.0	127	134	266	62.8	119/21%	£91/£183	-	-	25	
GLA200 CDI Sport 4Matic 5dr	*****	£29,215	£27,258	-	10.0	127	134	266	62.8	119/21%	£102/£204	-	-	25	
GLA200 CDI AMG Line 5dr	*****	£27,210	£25,387	£370	10.0	127	134	266	62.8/51.5	119/21%	£95/£190	49.2	54%	25	
GLA200 CDI 4Matic AMG Line 5dr	*****	£30,215	£28,190	-	10.0	127	134	266	62.8	119/21%	£105/£211	-	-	25	
GLA220 CDI Sport 4Matic 5dr	*****	£30,645	£28,590	-	8.3	134	168	295	57.7	129/23%	£117/£234	-	-	28	
GLA220 CDI AMG Line 4Matic 5dr	*****	£31,645	£29,522	-	8.3	134	168	295	57.7	129/23%	£121/£242	59.0	51%	29	

G-CLASS 4X4															
VERDICT Noisy, uncomfortable and ridiculously expensive to buy and run															
Doors 5 Seats 5 Boot 480/7250litres															
G350 BlueTec 5dr	*****	£86,445	£79,812	-	9.1	108	208	398	25.2	295/37%	£493/£986	-	-	-	
G63 AMG 5dr	*****	£129,665	£125,908	-	5.4	130	537	561	20.5	322/37%	£493/£986	-	-	-	

GL-CLASS 4X4															
VERDICT Great on space and comfort, but it's expensive and cumbersome to drive															
Doors 5 Seats 7 Boot 2955/2300litres															
GL350 BlueTec AMG Sport 5dr	*****	£60,755	£56,098	-	7.9	137	261	457	35.3	209/37%	£370/£740	-	-	49	
GL63 AMG 5dr	*****	£93,360	£87,979	-	4.9	155	549	561	23.0	288/37%	£493/£986	194.7	-	50	

SLK OPEN															
VERDICT The ride, handling, performance and quality are all disappointing															
Doors 2 Seats 2 L 4134mm H 1340mm W 1810mm Boot 229/335litres															
SLK250 AMG Sport 2dr	*****	£34,750	£28,158	£484	7.9	143	181	199	41.5	158/26%	£149/£299	-	53%	41	
SLK250 AMG Sport 2dr	*****	£38,710	£31,892	-	6.5	152	201	229	38.7	169/28%	£179/£358	-	50%	44	
SLK350 AMG Sport 2dr	*****	£44,610	£37,446	-	5.6	155	302	273	39.8	167/28%	£206/£413	-	50%	45	
SLK350 AMG 2dr	*****	£55,350	£48,861	-	4.6	155	416	398	33.6	195/34%	£310/£621	124.7	53%	47	
SLK250 CDI 2dr	*****	£33,150	£26,649	-	6.7	151	201	369	56.5	132/24%	£131/£263	-	62%	42	
SLK250 CDI AMG Sport 2dr	*****	£37,150	£30,414	-	6.7	151	201	369	56.5	132/24%	£147/£295	-	57%	43	

SL OPEN															
VERDICT The SL is a supreme grand tourer; the more expensive versions make little sense, though															
Doors 2 Seats 2 L 4633mm H 1300mm W 1877mm Boot 364/504litres															
SL400 AMG Sport 2dr	*****	£72,505	£64,705	-	5.2	155	329	354	36.7	178/30%	£360/£721	174.8	-	50	
SL500 AMG Sport 2dr	*****	£81,920	£73,763	-	4.6	155	429	516	31.0	212/37%	£493/£986	-	-	50	
SL65 AMG 2dr	*****	£102,060	£92,060	-	4.3	155	557	664	28.5	231/37%	£493/£986	278.3	-	50	
SL65 AMG 2dr	*****	£170,825	£158,659	-	4.0	155	621	738	24.4	270/37%	£493/£986	-	51%	50	

AMG GT COUPE															
VERDICT Fast, engaging and effortless to drive - the AMG GT is a fine alternative to a Porsche 911															
Doors 2 Seats 2 Kerb Weight na Towing na															
4.0 V8 2dr	-	£97,200	£97,200	-	4.0	155	456	443	30.4	216/37%	£493/£986	-	-	50	
4.0 V8 S 2dr	-	£110,500	£110,500	-	3.8	160	503	479	30.1	219/37%	£493/£986	-	-	50	

GL COUPE															
VERDICT A highly-accomplished tourer with impressive comfort. Costs a bomb															
Doors 3 Seats 4 L 5065mm W 2130mm (incl. mirrors) H 1419mm Boot 490/990litres															
GL500 2dr	*****	£95,545	£89,101	-	4.9	155	429	516	29.4	227/37%	£493/£986	-	36%	50	
GL63 AMG 2dr	*****	£118,885	£110,841	-	4.5	155	536	590	26.9	244/37%	£493/£986	-	36%	50	
GL65 AMG 2dr	*****	£164,840	£153,662	-	4.4	155	621	738	19.8	334/37%	£493/£986	-	39%	50	

M-CLASS 4X4															
VERDICT Hard to recommend on virtually any level															
Doors 5 Seats 5 L 4385mm W 1875mm H 1880mm Boot 2901/790litres															
32.0i-DC 320 SWB 3dr	*****	£27,144	£25,396	-	3.2	107	111	197	352	£334	9.7	111	197	352	349
32.0i-DC 320 SWB 5dr	*****	£29,544	£27,637	-	3.2	107	111	197	352	£334	9.7	111	197	352	349

[illegible][illegible]

13 L2i SL auto 5dr	★ ★ ★ ★ ★	E9,399	E9,399	-	130	102	86	86	1441	151/25%	£38/E/76	-	24%	15
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PEUGEOT whatcar.com/peugeot														
108 HATCHBACK														
VERDICT Cheap to run and good touch-screen system; rivals are more spacious, though														
Doors 5 Seats 4 L 3455mm W 1615mm H 1460mm Boot 96/780litres														
10 Access 3dr	★ ★ ★ ★ ★	E8,345	E7,747	£133	14.3	99	68	70	68.9	95/14%	E19/£38	25.0	51%	6
10 Active 3dr	★ ★ ★ ★ ★	E9,595	E8,899	£136	14.3	99	68	70	68.9	95/14%	E22/£44	25.3	47%	6
10 Active 3dr 3dr	★ ★ ★ ★ ★	E10,595	E9,821	£149	14.3	99	68	70	68.9	95/14%	E24/£49	26.8	45%	7
10 Active S/S 3dr	★ ★ ★ ★ ★	E9,845	E9,130	£141	14.6	99	68	70	74.3	88/13%	E21/£42	-	47%	6
10 Active S/S top 3dr	★ ★ ★ ★ ★	E10,845	E10,052	£154	14.6	99	68	70	74.3	88/13%	E23/£46	-	49%	7
10 Active 5dr	★ ★ ★ ★ ★	E9,595	E9,268	£131	14.3	99	68	70	68.9	95/14%	E23/£46	24.8	47%	6
10 Active 5dr	★ ★ ★ ★ ★	E10,995	E10,190	£144	14.3	99	68	70	68.9	95/14%	E25/£51	26.1	45%	7
10 Active S/S 5dr	★ ★ ★ ★ ★	E10,245	E9,499	£136	14.6	99	68	70	74.3	88/13%	E22/£44	-	46%	6
10 Active S/S top 5dr	★ ★ ★ ★ ★	E11,245	E10,420	£148	14.6	99	68	70	74.3	88/13%	E24/£48	-	45%	7
12 VTI Allure 3dr	★ ★ ★ ★ ★	E11,095	E10,282	£141	11.0	106	81	87	65.7	99/14%	E25/£51	-	44%	11
12 VTI Allure Top 3dr	★ ★ ★ ★ ★	E12,095	E11,204	£153	11.0	106	81	87	65.7	99/14%	E28/£56	-	43%	11
12 VTI Allure 5dr	★ ★ ★ ★ ★	E12,495	E10,651	£137	11.0	106	81	87	65.7	99/14%	E26/£53	-	43%	11
12 VTI Allure Top 5dr	★ ★ ★ ★ ★	E12,495	E11,572	£148	11.0	106	81	87	65.7	99/14%	E29/£58	-	43%	11
12 VTI Feline 3dr	★ ★ ★ ★ ★	E11,945	E11,065	£145	11.0	106	81	87	65.7	99/14%	E27/£55	-	43%	11
12 VTI Feline 5dr	★ ★ ★ ★ ★	E12,345	E11,434	£140	11.0	106	81	87	65.7	99/14%	E28/£57	-	43%	11

208 HATCHBACK														
VERDICT Not as well-rounded a package as the class-leaders it hopes to challenge														
Doors 5 Seats 5 L 3962mm W 2004mm H 1460mm Boot 285/743litres														
10 VTI Access 3dr	★ ★ ★ ★ ★	E10,195	E9,452	£164	14.0	101	67	70	65.7	99/14%	E23/£47	-	50%	5
10 VTI Access + 3dr	★ ★ ★ ★ ★	E11,445	E10,605	-	14.0	101	67	70	65.7	99/14%	E26/£53	-	46%	6
10 VTI Active 3dr	★ ★ ★ ★ ★	E12,395	E11,480	-	14.0	101	67	70	65.7/44.7	99/14%	E28/£57	-	43%	6
10 VTI Access 5dr	★ ★ ★ ★ ★	E10,795	E10,005	£172	14.0	101	67	70	65.7/44.7	99/14%	E25/£50	-	48%	5
10 VTI Access + 5dr	★ ★ ★ ★ ★	E12,045	E11,158	-	14.0	101	67	70	65.7/44.7	99/14%	E28/£55	-	42%	6
10 VTI Active 5dr	★ ★ ★ ★ ★	E12,995	E12,033	-	14.0	101	67	70	65.7/44.7	99/14%	E30/£60	-	44%	6
12 VTI Access + 3dr	★ ★ ★ ★ ★	E11,945	E11,065	£171	13.9	103	81	87	62.8	104/15%	E29/£59	-	45%	8
12 VTI Active 3dr	★ ★ ★ ★ ★	E12,895	E11,941	£177	13.9	103	81	87	62.8/42.7	104/15%	E32/£64	-	42%	8
12 VTI Active 5dr	★ ★ ★ ★ ★	E13,495	E12,494	£183	13.9	103	81	87	62.8/40.9	104/15%	E33/£67	28.5	41%	8
12 VTI Access + 5dr	★ ★ ★ ★ ★	E12,545	E11,618	£178	13.9	103	81	87	62.8/40.9	104/15%	E31/£62	-	43%	8
12 VTI Allure 3dr	★ ★ ★ ★ ★	E14,295	E13,231	£190	13.9	103	81	87	62.8/40.9	104/15%	E35/£71	-	40%	8
12 VTI Allure 5dr	★ ★ ★ ★ ★	E14,695	E13,630	£192	13.9	103	81	87	62.8/40.9	104/15%	E36/£73	-	39%	8
12 VTI Style 3dr	★ ★ ★ ★ ★	E13,645	E12,632	£216	13.9	103	81	87	62.8	104/15%	E34/£67	-	41%	11
12 VTI Style 5dr	★ ★ ★ ★ ★	E14,245	E13,185	£224	13.9	103	81	87	62.8	104/15%	E35/£70	-	40%	11
16 VTI Allure auto 5dr	★ ★ ★ ★ ★	E16,850	E15,988	£231	10.7	118	118	118	441/36.5	149/24%	E66/£133	-	40%	14
16 VTI Feline 5dr	★ ★ ★ ★ ★	E17,245	E15,950	£224	8.9	118	118	118	50.4	129/20%	E57/£114	-	39%	14
16 THP 156 XY 3dr	★ ★ ★ ★ ★	E18,150	E16,795	£281	7.3	134	154	192	48.7	135/22%	E65/£131	-	36%	26
16 THP 156 XY 3dr 3dr	★ ★ ★ ★ ★	E19,500	E17,670	£267	6.8	143	197	203	47.9	139/22%	E69/£138	-	45%	30
14 HDi Access + 3dr	★ ★ ★ ★ ★	E13,245	E12,264	£191	13.5	101	67	118	74.3	98/17%	E37/£74	-	46%	11
14 HDi Access + 5dr	★ ★ ★ ★ ★	E13,845	E12,817	£198	13.5	101	67	118	74.3	98/17%	E39/£78	-	45%	11
14 HDi Active 3dr	★ ★ ★ ★ ★	E14,195	E13,139	£197	13.5	101	67	118	74.3	98/17%	E40/£80	-	44%	11
14 HDi Active 5dr	★ ★ ★ ★ ★	E14,795	E13,692	£203	13.5	101	67	118	74.3	98/17%	E41/£83	-	43%	11
14 HDi Style 3dr	★ ★ ★ ★ ★	E14,945	E13,830	£240	13.5	101	67	118	74.3	98/17%	E42/£84	-	42%	10
14 HDi Style 5dr	★ ★ ★ ★ ★	E15,495	E14,383	£248	13.5	101	67	118	74.3	98/17%	E43/£87	-	42%	10
14 e-HDi Active EGC 5dr	★ ★ ★ ★ ★	E15,495	E14,337	£222	16.2	103	67	118	831	87/16%	E41/£82	-	42%	11
16 e-HDi 92 Style 3dr	★ ★ ★ ★ ★	E15,595	E14,429	£252	10.9	115	91	170	78.5	95/17%	E44/£88	-	45%	17
16 e-HDi 92 Style 5dr	★ ★ ★ ★ ★	E16,195	E14,982	£260	10.9	115	91	170	78.5	95/17%	E45/£91	-	44%	17
16 e-HDi 92 Allure 3dr	★ ★ ★ ★ ★	E16,245	E15,029	£219	10.9	115	91	170	78.5	95/17%	E45/£91	-	41%	17
16 e-HDi 92 Allure 5dr	★ ★ ★ ★ ★	E16,645	E15,397	£221	10.9	115	91	170	78.5	95/17%	E47/£94	-	41%	17
16 e-HDi 92 XY 3dr	★ ★ ★ ★ ★	E17,895	E16,549	£266	10.9	115	91	170	78.5	95/17%	E50/£101	-	38%	16
16 e-HDi 115 XY 3dr	★ ★ ★ ★ ★	E18,545	E17,148	£273	9.7	118	113	199	74.3	99/17%	E52/£104	-	38%	20
16 e-HDi 115 Feline 5dr	★ ★ ★ ★ ★	E18,695	E17,287	£244	9.7	118	113	199	74.3	99/17%	E52/£105	-	40%	19

308 HATCHBACK														
VERDICT Cheap to run and pretty well equipped, but many rivals are better all-rounders														
Doors 5 Seats 5 L 4253mm W 2043mm (incl. mirrors) H 1457mm Boot 470/190litres														
12 PureTech 10 Access 5dr	★ ★ ★ ★ ★	E14,995	E13,911	-	13.3	107	81	87	55.4	117/18%	E44/£89	-	40%	9
12 PureTech 10 Active 5dr	★ ★ ★ ★ ★	E17,945	E16,638	£241	11.1	117	108	154	61.4	105/16%	E47/£95	37.8	38%	13
12 PureTech 110 Allure 5dr	★ ★ ★ ★ ★	E19,145	E17,746	£252	11.8	117	81	87	61.4	107/16%	E50/£101	39.2	37%	13
12 PureTech 130 Sportium 5dr	★ ★ ★ ★ ★	E17,445	E16,739	-	11.1	117	108	154	61.4	105/16%	E46/£92	-	-	11
12 PureTech 130 Allure 5dr	★ ★ ★ ★ ★	E18,695	E17,331	£251	9.6	128	128	162	61.4	107/16%	E49/£99	38.9	37%	14
12 PureTech 130 Allure 5dr	★ ★ ★ ★ ★	E19,895	E18,440	£261	10.3	125	128	172	58.9	110/17%	E56/£112	40.6	37%	15
12 PureTech 130 GT Line 5dr	★ ★ ★ ★ ★	E20,445	E20,633	-	10.3	125	128	172	58.9	110/17%	E60/£121	-	-	16
16 THP 205 GT 5dr	★ ★ ★ ★ ★	E24,095	E23,179	-	7.5	146	202	210	50.4	130/21%	E84/£168	-	-	26
16 HDi 92 Access 5dr	★ ★ ★ ★ ★	E16,945	E15,713	-	11.3	113	91	170	78.5	93/16%	E45/£90	-	42%	15
16 HDi 92 Active 5dr	★ ★ ★ ★ ★	E18,645	E17,284	-	11.3	113	91	170	78.5	93/16%	E49/£99	-	40%	15
16 Blue HDi 120 Active 5dr	★ ★ ★ ★ ★	E19,845	E18,393	£238	9.7	122	118	225	91.1	82/16%	E52/£105	35.1	40%	22

50003 MPV														
VERDICT Flexible seating and good interior quality; avoid the jerky EGC gearbox														
Doors 5 Seats 7 L 4530mm W 2118mm (incl. mirrors) H 1638mm Boot 679/250litres														
16 VTI 120 Access 5dr	★ ★ ★ ★ ★	E21,100	E17,737	E283	12.3	116	118	118	40.9	159/26%	E82/E165	-	44%	13
16 VTI 120 Active 5dr	★ ★ ★ ★ ★	E23,750	E19,946	E310	9.7	121	154	177	40.4	163/27%	E50/E180	-	43%	15
16 e-HDi 156 Allure 5dr	★ ★ ★ ★ ★	E21,895	E18,370	E291	12.6	114	119	157	40.4	163/27%	E105/E211	-	42%	19
16 e-HDi 115 Access EGC 5dr	★ ★ ★ ★ ★	E23,495	E19,703	E305	12.6	114	113	199	60.1	173/20%	E72/E145	-	47%	16
16 e-HDi 115 Active EGC 5dr	★ ★ ★ ★ ★	E25,295	E21,204	E322	12.6	114	113	199	58.9	173/22%	E85/E171	-	47%	17
16 e-HDi 115 Allure EGC 5dr	★ ★ ★ ★ ★	E21,045	E17,661	E275	12.9	115	113	199	60.1	124/22%	E96/E193	-	45%	16
16 e-HDi 115 Access 5dr	★ ★ ★ ★ ★	E22,745	E19,078	E286	12.9	115	113	199	56.4	128/23%	E87/E173	-	48%	17
16 e-HDi 115 Active 5dr	★ ★ ★ ★ ★	E24,550	E20,604	E313	12.9	115	113	199	54.3	135/25%	E101/E203	-	46%	16
16 e-HDi 115 Allure 5dr	★ ★ ★ ★ ★	E23,750	E19,937	E307	10.1	121	148	251	53.3	138/25%	E98/E196	-	44%	20
20 HDi 150 Active 5dr	★ ★ ★ ★ ★	E25,550	E21,438	E325	10.1	121	148	251	52.3	140/26%	E109/E219	-	43%	20
20 HDi 150 Allure 5dr	★ ★ ★ ★ ★	E24,950	E20,940	E322	10.5	118	161	251	49.6	149/27%	E117/E222	-	44%	20
16 e-HDi 163 Active auto 5dr	★ ★ ★ ★ ★	E26,750	E22,441	E340	10.5	118	161	251	49.6	149/27%	E119/E238	-	43%	19
20 HDi 163 Allure auto 5dr	★ ★ ★ ★ ★													
RCZ COUPE														

PORSCHE whatcar.com/porsche														
BOXSTER OPEN														
VERDICT Porsche's entry model provides all the thrills the company is famous for														
Doors 2 Seats 2 L 4374mm W 1801mm H 1282mm														
2.7 2dr	★★★★★	E40,098	E40,098	-	5.8	164	261	207	336/34.9	195/34%	E224/£448	-	58%	40
3.4 S 2dr	★★★★★	E48,553	E48,553	£733	5.1	173	311	266	31.4	211/37%	E295/£590	111.0	54%	43
3.4 GT S 2dr	★★★★★	E54,567	E54,567	£827	5.0	174	326	273	31.4	211/37%	E332/£664	121.9	-	44

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* Calls cost 5p per minute plus your standard access charge

Porsche to Seat		Key Info		Running Costs												
Model Details		Verdict		Price on the road	Target Price	Contract Hire	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG	CO2g/km/ tax liability	Monthly company car tax bill	Cost per mile	Retained value @3yrs/36k miles	Insurance group
Our Star Ratings					845 527	6394*										
★★★★★ Outstanding																
★★★★★ Good																
★★★★★ Average																
★★★★★ Below par																
★★★★★ Poor																
For key see p99																

CAYMAN COUPE														
VERDICT One of the best sports cars at any price. An absolute bargain														
Doors 2 Seats 2 L 4380mm W 1800mm H 1295mm Boot 150/312litres														
27 2dr	★★★★★	£40,239	£40,239	-	5.7	165	271	214	336	195/34%	£224/£449	-	56%	37
34 S 2dr	★★★★★	£49,478	£49,478	-	5.0	175	320	273	314	211/37%	£300/£601	-	50%	41
34 GT S 2dr	★★★★★	£56,092	£56,092	£792	4.9	177	335	-	314	211/37%	£341/£683	1171	-	43

911 CARRIOLET														
VERDICT Superb drop-top with a wide range of abilities														
Doors 2 Seats 4 L 4491mm W 1852mm H 1303mm Boot 135/205litres														
34 Carrera 2dr	★★★★★	£82,864	£82,864	-	5.0	178	345	288	30.7/28.4	216/637%	£493/£986	-	51%	49
34 Carrera 4 2dr	★★★★★	£87,720	£87,720	-	5.1	175	345	288	29.7	223/37%	£493/£986	-	50%	49
34 Targa 4 2dr	★★★★★	£87,720	£87,720	-	5.1	175	345	288	29.7	223/37%	£493/£986	-	-	49
38 Carrera S 2dr	★★★★★	£93,129	£93,129	-	4.7	187	395	325	29.1	228/37%	£493/£986	-	49%	50
38 Carrera 4S 2dr	★★★★★	£97,985	£97,985	-	4.7	183	395	325	28.2	235/37%	£493/£986	-	48%	50
38 Targa 4S 2dr	★★★★★	£97,985	£97,985	-	4.7	183	395	325	28.2	237/37%	£493/£986	-	48%	50
38 Turbo 2dr	★★★★★	£130,148	£130,148	-	4.7	187	513	524	28.5	231/37%	£493/£986	-	49%	50
38 Turbo S 2dr	★★★★★	£151,782	£151,782	-	4.7	187	552	553	28.5	231/37%	£493/£986	-	-	50

911 COUPE														
VERDICT A fantastic sports car and one of the few that you can live with every day														
Doors 2 Seats 4 L 4491mm W 1852mm H 1296mm Boot 135/205litres														
34 Carrera 2dr	★★★★★	£74,204	£74,204	-	4.8	179	345	288	31.4	211/37%	£453/£906	-	53%	46
34 Carrera 4 2dr	★★★★★	£79,060	£79,060	-	4.9	177	345	288	30.4	218/37%	£483/£966	-	52%	46
38 Carrera S 2dr	★★★★★	£84,456	£84,456	-	4.5	188	395	325	29.7	223/37%	£493/£986	-	-	47
38 Carrera 4S 2dr	★★★★★	£89,325	£89,325	-	4.5	185	395	325	28.5	233/37%	£493/£986	-	50%	48
38 Turbo 2dr	★★★★★	£121,523	£121,523	-	3.4	196	514	487	29.1	227/37%	£493/£986	-	48	
38 Turbo S 2dr	★★★★★	£143,045	£143,045	-	3.1	197	552	-	29.1	227/37%	£493/£986	-	-	48
38 GT S 2dr	★★★★★	£101,695	£101,695	-	3.5	196	468	-	23.0	289/37%	£493/£986	-	-	48

PANAMERA HATCHBACK														
VERDICT Fast, classy and good to drive, but so are many much cheaper rivals														
Doors 5 Seats 4 L 4970mm W 214mm (incl mirrors) H 1418mm Boot 445/1263litres														
30 V6 S 5dr	★★★★★	£83,134	£83,134	-	6.3	161	414	-	31.7	207/36%	£480/£960	-	-	46
30 V6 4S 5dr	★★★★★	£86,775	£86,775	-	6.3	161	414	-	31.0	211/37%	£493/£986	-	-	46
30 V6 S E-Hybrid 5dr	★★★★★	£84,456	£84,456	-	6.0	167	410	435	911/30.7	71/9%	£120/£240	-	-	46
36 V6 4S 5dr	★★★★★	£64,458	£64,458	-	6.3	161	306	295	33.2	199/34%	£362/£724	-	-	50
36 V6 4PDK 5dr	★★★★★	£68,169	£68,169	-	6.1	160	306	295	32.1	206/36%	£404/£809	-	-	47
4.8 V8 GT S PDK 5dr	★★★★★	£94,316	£94,316	-	4.5	179	424	384	27.4	239/37%	£493/£986	-	50	
4.8 V8 Turbo PDK 5dr	★★★★★	£108,931	£108,931	-	4.2	188	493	516	27.2	242/37%	£493/£986	-	44%	50
4.8 V8 Turbo S PDK 5dr	★★★★★	£132,077	£132,077	-	3.8	192	562	553	27.2	242/37%	£493/£986	-	50	
300 V6 5dr	★★★★★	£65,639	£65,639	-	6.8	150	247	406	441/41.6	169/31%	£337/£674	-	-	46

MACAN 4X4														
VERDICT All the pace and handling you'd want from a sporty SUV, but there are roomier options														
Doors 5 Seats 5 L 4681mm W 1923mm H 1624mm Boot 500/1500litres														
2.0 5dr	★★★★★	£41,928	£41,928	-	6.9	138	234	258	37.7	175/30%	£207/£415	-	-	-
30 V6 S 5dr	★★★★★	£45,345	£45,345	£610	5.4	157	336	339	31.4/23.4	216/37%	£275/£550	-	54%	40
36 V6 Turbo 5dr	★★★★★	£61,689	£61,689	£903	4.8	165	395	-	30.7	212/37%	£376/£762	-	-	44
30 V6 S Diesel 5dr	★★★★★	£44,871	£44,871	£567	6.3	142	254	-	44.8/40.7	164/30%	£223/£446	-	-	39

CAYENNE 4X4														
VERDICT Appeals to the heart rather than the head; sporty, but you need deep pockets														
Doors 5 Seats 5 L 4846mm W 2155mm (incl mirrors) H 1705mm Boot 570/1780litres														
30 V6 S E-Hybrid 5dr	★★★★★	£62,154	£62,154	-	5.9	150	410	435	10.1	79/13%	£134/£269	-	-	49
36 V6 5dr	★★★★★	£50,271	£50,271	-	7.7	143	296	295	30.7	215/37%	£305/£611	-	-	48
36 V6 S 5dr	★★★★★	£61,770	£61,770	-	5.5	160	414	406	28.8	229/37%	£375/£750	-	-	48
36 V6 GT S 5dr	★★★★★	£73,448	£73,448	-	5.2	163	414	406	28.3	234/37%	£447/£894	-	-	48
4.8 V8 Turbo 5dr	★★★★★	£94,729	£94,729	-	4.5	173	513	553	24.6	267/37%	£493/£986	-	-	50
30 V6 Diesel 5dr	★★★★★	£50,846	£50,846	-	7.3	137	258	428	41.5	179/33%	£277/£554	-	-	45
4.2 V8 S Diesel 5dr	★★★★★	£62,794	£62,794	-	5.4	156	380	627	35.3	209/37%	£382/£765	-	-	50

PROTON whatcar.com/proton														
SAVVY HATCHBACK														

PORSCHETO SEAT		KEY INFO		RUNNING COSTS														
MODEL DETAILS		VERDICT	Price on the road	Target Price 8045 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG					CO2g/km/ tax liability	Monthly company car tax bill	Cost per mille @3yrs/36k miles	Insurance group
OUR STAR RATINGS																		
★★★★★ Outstanding ★★★★★ Good ★★★★★ Average ★★★★★ Below par ★★★★★ Poor																		
FOR KEY SEE P99																		

MEGANE HATCHBACK

VERDICT The Mégane is too ordinary in too many areas

Doors 5 Seats 5 L 4295mm W 2037mm (incl mirrors) H 1471mm Boot 372/129litres

12 Tce 115 Expr+ S/S 5dr	★★★★★	£17,570	£17,570	£13,677	£203	10.9	118	113	140	53.3	119/18%	£52/£105	33.4	37%	14
12 Tce 115 Dyn Tom Tom S/S 5dr	★★★★★	£18,570	£18,570	£14,447	£207	10.9	118	113	140	53.3	119/18%	£55/£111	32.9	36%	14
12 Tce 115 GT Line S/S 5dr	★★★★★	£20,070	£20,070	£15,601	-	10.9	118	113	140	53.3	119/18%	£60/£120	-	35%	15
12 Tce 130 GT Line TomTom EDC 5dr	★★★★★	£21,470	£21,470	£16,679	£240	10.9	118	113	140	53.3	119/18%	£64/£128	37.4	36%	15
16 110 Expr+ 5dr	★★★★★	£16,750	£16,750	£13,087	£210	10.5	118	109	111	40.9	159/26%	£71/£143	36.2	39%	14
16 110 Dyn. TomTom 5dr	★★★★★	£17,750	£17,750	£13,857	£214	10.5	118	109	111	40.9	159/26%	£75/£151	36.7	-	15
15 dci 110 Expr+ S/S 5dr	★★★★★ best value	£18,245	£18,245	£14,196	£207	12.1	118	109	177	80.7/45.8	90/16%	£48/£97	30.8	37%	16
15 dci 110 Dyn. TomTom S/S 5dr	★★★★★	£19,245	£19,245	£14,966	£212	12.1	118	109	177	80.7/45.8	90/16%	£51/£102	31.2	37%	17
15 dci 110 GT Line TomTom S/S 5dr	★★★★★	£20,745	£20,745	£16,121	£218	12.1	118	109	177	80.7/45.8	90/16%	£55/£110	30.8	36%	18
16 dci 130 Dyn TomTom S/S 5dr	★★★★★	£19,745	£19,745	£15,351	£205	10.1	120	128	236	70.6	104/18%	£59/£118	30.1	37%	20
16 dci 130 GT Line TomTom S/S 5dr	★★★★★	£21,245	£21,245	£16,506	£221	10.1	120	128	236	70.6	104/18%	£63/£127	33.3	36%	20


* Calls cost 5p per minute plus your standard access charge

SEAT TO SKODA			KEY INFO		RUNNING COSTS													
MODEL DETAILS			VERDICT	Price on the road	Target Price £845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ tax liability	Monthly company car tax bill 20%/40%	Cost per mile	Retained value @3yrs/36k miles	Insurance group		
OUR STAR RATINGS																		
★★★★★	Outstanding																	
★★★★★	Good																	
★★★★★	Average																	
★★★★★	Below par																	
★★★★★	Poor																	
FOR KEY SEE P99																		
IBIZA HATCHBACK																		
VERDICT Can't match the best-in-class for quality, but a pretty sound buy																		
Doors 3/5 Seats 5 L 4052mm W 1920mm (incl. mirrors) H 1445mm Boot 293/847litres																		
12 12v 70 S AC 3dr			★★★★★	£11,410	£10,243	£165	13.9	101	69	83	52.3/35.5	125/20%	£37/£75	30.0	-	5		
12 12v 70 S AC 5dr			★★★★★	£11,960	£10,786	£173	13.9	101	69	83	52.3/35.5	125/20%	£39/£79	30.9	-	5		
14 85 SE 3dr			★★★★★	£12,545	£11,274	£186	11.9	110	84	97	47.9	139/22%	£45/£90	33.3	-	9		
14 85 Teoa 3dr			★★★★★	£12,870	£11,566	£247	11.9	110	84	97	47.9	139/22%	£46/£93	40.6	-	11		
14 85 SE 5dr			★★★★★	£13,095	£11,768	-	11.9	110	84	97	47.9	139/22%	£47/£94	-	-	9		
14 85 Teoa 5dr			★★★★★	£13,420	£12,059	£258	11.9	110	84	97	47.9	139/22%	£48/£97	41.8	-	11		
12 TSI 105 SE DSG 3dr			★★★★★	£14,185	£12,732	£191	11.9	118	104	129	53.3	124/19%	£44/£89	32.7	-	12		
12 TSI 105 SE DSG 5dr			★★★★★	£14,735	£13,226	£199	11.9	118	104	129	53.3	124/19%	£46/£93	33.9	-	12		
12 TSI 105 FR 3dr			★★★★★	£14,190	£12,737	£179	11.9	118	104	129	55.4	119/18%	£42/£84	31.4	-	12		
12 TSI 105 FR DSG 3dr			★★★★★	£15,285	£13,719	£197	11.9	118	104	129	53.3	124/19%	£48/£96	33.9	-	12		
12 TSI 105 FR 5dr			★★★★★	£14,740	£13,230	£186	11.9	118	104	129	55.4	119/18%	£44/£88	32.3	-	12		
12 TSI 105 FR DSG 5dr			★★★★★	£15,835	£14,213	£204	11.9	118	104	129	53.3	124/19%	£50/£99	34.8	-	12		
14 TSI 140 ACT FR 3dr			★★★★★	£15,495	£13,908	£193	7.8	130	138	184	60.1	109/16%	£41/£82	32.3	-	21		
14 TSI 140 ACT FR 5dr			★★★★★	£16,045	£14,401	£201	7.8	130	138	184	60.1	109/16%	£42/£85	33.2	-	21		
14 TSI 140 ACT FR Edition 3dr			★★★★★	£16,110	£14,459	£289	7.8	130	138	184	60.1	109/16%	£42/£85	-	-	22		
14 TSI 140 ACT FR Edition 5dr			★★★★★	£16,660	£14,953	£299	7.8	130	138	184	60.1	109/16%	£44/£88	-	-	22		
14 TSI 180 Cupra DSG 3dr			★★★★★	£18,980	£17,048	£263	6.9	142	178	184	47.9/35.0	139/22%	£68/£137	42.7	-	27		
12 TDI 75 S AC 3dr			★★★★★	£13,305	£11,943	£166	13.9	104	74	133	72.4	102/18%	£39/£79	28.9	-	7		
12 TDI 75 S AC 5dr			★★★★★	£13,855	£12,436	£174	13.9	104	74	133	72.4	102/18%	£41/£82	30.1	-	7		
12 TDI 75 S AC 5dr			★★★★★	£13,830	£12,414	£175	13.9	107	74	133	80.7	92/16%	£36/£73	29.1	-	7		
12 TDI 75 S AC 5dr			★★★★★	£14,380	£12,907	£174	13.9	107	74	133	80.7	92/16%	£38/£76	30.1	-	7		
12 TDI 75 SE 3dr			★★★★★	£14,360	£12,889	£179	13.9	107	74	133	80.7	92/16%	£38/£76	29.6	-	7		
12 TDI 75 SE 5dr			★★★★★	£14,910	£13,383	£187	13.9	107	74	133	80.7	92/16%	£39/£79	30.8	-	7		
16 TDI 105 SE 3dr			★★★★★	£14,910	£13,383	£186	10.5	117	104	184	65.7	112/20%	£49/£99	32.0	-	14		
16 TDI 105 SE 5dr			★★★★★	£15,460	£13,876	£193	10.5	117	104	184	65.7/44.8	112/20%	£51/£102	33.1	-	14		
16 TDI 105 FR 3dr			★★★★★	£15,910	£14,280	£189	10.5	117	104	184	65.7	112/20%	£52/£105	32.9	-	14		
16 TDI 105 FR 5dr			★★★★★	£16,460	£14,773	£196	10.5	117	104	184	65.7	112/20%	£54/£109	33.8	-	14		
20 TDI 103 FR 3dr			★★★★★	£17,085	£15,334	£202	8.2	130	141	236	60.1	123/22%	£62/£124	34.9	-	22		
20 TDI 143 FR 3dr			★★★★★	£17,635	£15,828	£209	8.2	130	141	236	60.1	123/22%	£64/£128	-	-	22		

IBIZA ESTATE																			
VERDICT Sassy-looking and fairly spacious, but not especially comfortable																			
Doors 5 Seats 5 L 4227mm W 1920mm (incl. mirrors) H 1445mm																			
14 85 SE 5dr	★★★★★	£12,660	£11,241	£183	14.6	101	69	83	51.4	128/20%	£42/£84	31.9	-	5					
14 85 Teas 5dr	★★★★★	£13,795	£12,262	£197	12.4	110	84	97	47.9	139/22%	£49/£99	34.5	-	9					
14 85 Teas 5dr	★★★★★	£14,120	£12,551	£272	12.4	110	84	97	47.9	139/22%	£51/£102	43.5	-	11					
12 TSI 105 SE DSG 5dr	★★★★★	£15,435	£13,703	£209	10.8	113	129	55.3	124/19%	£48/£97	35.1	-	12						
12 TSI 105 FR 5dr	★★★★★	£15,440	£13,708	£195	10.2	118	103	129	55.3	119/18%	£46/£92	33.3	-	12					
14 TSI 140 ACT FR 5dr	★★★★★	£16,745	£14,866	£211	8.1	130	138	184	60.1	109/16%	£44/£89	34.3	-	21					
12 TSI 75 S AC 5dr	★★★★★	£14,555	£12,922	£184	14.9	104	74	133	70.6	105/19%	£45/£91	31.1	-	7					
12 TSI 75 S AC 5dr	★★★★★	£15,080	£13,388	£192	14.6	107	74	133	80.7	92/16%	£40/£80	31.4	-	7					
12 TSI 75 S AC 5dr	★★★★★	£15,080	£13,388	£192	14.6	107	74	133	80.7	92/16%	£40/£80	31.4	-	7					
12 TSI 75 SE 5dr	★★★★★	£15,610	£13,858	£197	14.6	107	74	133	80.7	92/16%	£41/£82	32.0	-	7					
16 TDI 105 SE 5dr	★★★★★	£16,160	£14,346	£203	10.9	117	104	184	65.7	112/20%	£53/£107	34.3	-	14					
16 TDI 105 FR 5dr	★★★★★	£17,160	£15,234	£207	10.9	117	104	184	65.7/52.7	112/20%	£57/£114	34.9	-	14					

TOLEDO HATCHBACK																			
VERDICT Gives you a lot of space, but not the bargain it looks at first glance																			
Doors 5 Seats 5 L 4482mm W 1706mm H 1461mm																			
12 TSI 85 S 5dr	★★★★★	£14,265	£13,047	£224	11.8	114	84	118	55.4/43.1	119/18%	£42/£85	31.9	-	10					
12 TSI 105 S 5dr	★★★★★	£15,295	£13,989	£237	10.3	121	104	129	56.5	116/18%	£45/£91	32.9	-	13					
12 TSI 105 SE 5dr	★★★★★	£16,515	£15,105	-	10.3	121	104	129	55.4	118/18%	£49/£98	-	-	14					
12 TSI 105 SE 5dr	★★★★★	£17,960	£16,445	-	9.5	128	104	148	48.7	134/21%	£62/£124	-	-	17					
16 TDI 105 CR S 5dr	★★★★★	£17,560	£15,685	£261	10.4	118	104	148	72.4	104/18%	£51/£102	33.4	-	15					
16 TDI 105 CR SE 5dr	★★★★★	£18,370	£16,801	£275	10.4	118	104	148	70.6	106/19%	£58/£116	35.3	-	15					

LEON ESTATE																			
VERDICT A seriously practical estate that's also good to drive and attractively priced																			
Doors 5 Seats 5 L 4535mm W 1937mm (incl. mirrors) H 1454mm Boot 587/140litres																			
12 TSI 105 S 5dr	★★★★★	£16,675	£14,722	-	10.3	119	104	129	57.6	114/17%	£47/£94	-	-	12					
12 TSI 105 SE 5dr	★★★★★	£17,795	£15,711	-	10.3	119	104	129	57.6	114/17%	£50/£100	-	-	13					
12 TSI 105 SE 5dr	★★★★★	£18,295	£16,197	-	9.3	124	104	148	48.7	134/21%	£62/£124	-	-	17					

SEAT TO SKODA			KEY INFO		RUNNING COSTS											
MODEL DETAILS			VERDICT	Price on the road	Target Price £845,527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG 	CO2g/km tax liability	Monthly company car tax bill	Cost per mile	Retained value @3yrs/36k miles	Insurance group
OUR STAR RATINGS																
★★★★★ Outstanding	★★★★★ Good	★★★★★ Average	★★★★★ <div>BUY</div>	★★★★★	£10,750	£10,301	13.2	106	74	-	67.3/53.3	98/14%	£24/£49	-	41%	2
★★★★★ Below par	★★★★★ Poor	FOR KEY SEE P99														
10.75 Greentech Elegance 5dr																
VERDICT It's a great-value small estate with a surprisingly big boot																
Doors 5 Seats 5 L3992mm W732mm H1467mm Boot 330/150litres																
10.75 S 5dr	★★★★★	£12,460	£16,74	-	14.9	109	74	-	58.9	109/16%	£33/£66	31.3	-	4		
10.75 SE 5dr	★★★★★	£13,965	£13,079	-	14.9	109	74	-	58.9	109/16%	£37/£74	33.9	-	3		
10.75 SE 15dr	★★★★★	£14,755	£13,817	-	14.9	109	74	-	58.9	109/16%	£39/£78	35.0	-	3		
12 TSI 90 SE 5dr	★★★★★	£14,595	£13,668	-	11.0	115	89	-	60.1	107/16%	£38/£77	34.8	-	8		
12 TSI 90 SE 15dr	★★★★★	£14,595	£14,405	-	11.0	115	89	-	60.1	107/16%	£40/£81	35.6	-	8		
12 TSI 110 S DSG 5dr	★★★★★	£14,740	£13,803	-	9.6	124	108	-	60.1	109/16%	£39/£78	35.3	-	13		
12 TSI 110 SE 5dr	★★★★★	£15,245	£14,275	-	9.6	124	108	-	58.9	110/17%	£43/£86	36.0	-	12		
12 TSI 110 SE 15dr	★★★★★	£16,035	£15,013	-	9.6	124	108	-	58.9	110/17%	£45/£90	36.8	-	12		
14 T1 90 S 5dr	★★★★★	£15,090	£14,130	-	11.3	114	89	185	78.5	94/16%	£40/£80	33.5	-	10		
14 T1 90 SE 5dr	★★★★★	£16,595	£15,536	-	11.3	114	89	185	78.5	94/16%	£44/£88	36.0	-	10		
14 T1 90 SE 15dr	★★★★★	£17,385	£16,273	-	11.3	114	89	185	78.5	94/16%	£48/£92	36.7	-	11		
14 T1 105 SE 15dr	★★★★★	£17,985	£16,834	-	10.2	122	104	-	76.4	97/17%	£50/£101	37.9	-	12		
FABIA HATCHBACK			VERDICT Spacious, well equipped and good value - It's a fine choice													
Doors 5 Seats 5 L3992mm W732mm H1467mm Boot 330/150litres			Doors 5 Seats 5 L3992mm W732mm H1467mm Boot 330/150litres													
10.60 S 5dr	★★★★★	£10,600	£9,814	-	15.7	99	59	-	60.1	106/16%	£28/£56	27.7	-	2		
10.75 S 5dr	★★★★★	£11,460	£10,607	-	14.7	107	74	-	58.9	108/16%	£30/£60	29.9	-	4		
10.75 SE 5dr	★★★★★	£12,820	£11,860	-	14.7	107	74	-	58.9	108/16%	£34/£68	31.7	-	3		
10.75 SE 15dr	★★★★★	£13,610	£12,588	-	14.7	107	74	-	58.9	108/16%	£36/£72	32.5	-	3		
12 TSI 90 SE 5dr	★★★★★	£13,450	£12,441	-	10.9	113	89	-	60.1	107/16%	£35/£71	32.6	-	8		
12 TSI 90 SE 15dr	★★★★★	£14,240	£13,169	-	10.9	113	89	-	60.1	107/16%	£37/£75	33.4	-	8		
12 TSI 110 S DSG 5dr	★★★★★	£13,740	£12,708	-	9.4	122	108	-	60.1	109/16%	£36/£73	33.5	-	13		
12 TSI 110 SE 5dr	★★★★★	£14,100	£13,040	-	9.4	122	108	-	58.9	110/17%	£39/£79	33.9	-	12		
12 TSI 110 SE 15dr	★★★★★	£14,890	£13,768	-	9.4	122	108	-	58.9	110/17%	£42/£84	34.7	-	12		
14 T1 90 S 5dr	★★★★★	£14,090	£13,031	-	11.1	113	89	185	78.6	93/16%	£43/£82	34.7	-	12		
14 T1 90 SE 5dr	★★★★★	£15,450	£14,284	-	11.1	113	89	185	78.6	93/16%	£47/£82	33.8	-	10		
14 T1 90 SE 15dr	★★★★★	£16,240	£15,012	-	11.1	113	89	185	78.6	93/16%	£49/£86	34.6	-	11		
14 T1 105 SE 15dr	★★★★★	£16,840	£15,565	-	10.1	120	104	-	78.6	95/17%	£47/£95	34.6	-	12		

1.8 TSI 180 FR 5dr	***	222,035	£19,468	£285	78	140	178	181	479	137/22%	E80/E160	531	-	25
1.6 TDI CR 105 S 5dr	*****	£18,810	£16,606	£227	111	119	104	184	74.3	99/17%	E56/E106	-	-	13
1.6 TDI CR 105 SE 5dr	BUY *****	£19,930	£17,595	£238	111	119	104	184	74.3	99/17%	E56/E112	-	-	13
1.6 TDI 110 SE Economie 5dr	*****	£20,920	£18,468	£255	104	122	108	184	85.6	87/16%	E55/E111	45.0	-	14
2.0 TDI CR 150 SE 5dr	-	£21,280	£18,786	£260	8.6	134	148	236	68.9	106/19%	E67/E134	47.4	-	19
2.0 TDI 150 SE 5dr	*****	£22,825	£20,150	£275	8.6	134	148	236	68.9	106/19%	E72/E144	49.8	-	20
2.0 TDI 150 SE X-Perience 5dr	*****	£24,385	£21,526	-	8.7	129	148	236	57.6	129/23%	E93/E186	-	-	19
2.0 TDI 150 SE Tech X-Perience 5dr	*****	£26,370	£23,278	-	8.7	129	148	236	57.6	129/23%	E90/E201	-	-	20
2.0 TDI CR 184 FR 5dr	*****	£23,815	£21,023	£291	78	142	181	280	65.7	112/20%	E79/E158	52.4	-	26
2.0 TDI 184 SE Tech X-Perience 5dr	*****	£28,870	£25,484	-	71	139	181	280	57.6	129/23%	E110/E220	-	-	23

LEON HATCHBACK

VERDICT An impressive family car that's practical, stylish and good to drive

Doors 5 Seats 5 L 42633mm	W 1816mm	H 1459mm												
1.2 TSI 110 S 3dr	*****	£15,815	£13,963	£201	9.7	121	108	129	57.6	114/17%	E44/E89	-	-	13
1.2 TSI 110 S 5dr	*****	£16,115	£14,228	£201	9.9	121	108	129	57.6	114/17%	E45/E91	-	-	13
1.2 TSI 110 SE 5dr	*****	£16,935	£14,952	-	9.7	121	108	129	57.6	114/17%	E47/E95	-	-	13
1.2 TSI 110 SE 5dr	*****	£17,235	£15,216	£228	9.9	121	108	129	57.6	114/17%	E48/E97	43.4	-	13
1.4 TSI 125 SE 3dr	*****	£17,535	£15,481	-	8.9	126	123	148	54.3	120/19%	E55/E110	-	-	16
1.4 TSI 125 SE 5dr	*****	£17,835	£15,746	£218	9.1	126	123	148	54.3	120/19%	E56/E112	42.7	-	16
1.4 TSI 125 SE 3dr	BUY *****	£19,705	£17,392	-	79	134	148	177	60.1/43.5	109/16%	E52/E104	-	-	20
1.4 TSI 150 FR 5dr	*****	£20,000	£17,656	-	8.0	134	148	177	60.1	109/16%	E53/E106	-	-	20
1.8 TSI 180 FR 3dr	*****	£20,740	£18,325	£264	74	140	178	181	47.9	137/22%	E75/E150	50.5	-	25
1.8 TSI 180 FR 5dr	*****	£21,040	£18,590	£270	75	140	178	181	47.9/40.9	137/22%	E76/E152	51.2	-	25
2.0 TSI 265 Cupra 3dr	*****	£25,960	£22,937	£318	5.9	155	261	258	42.8/34.3	154/25%	E113/E214	-	-	32
2.0 TSI 280 Cupra 3dr	*****	£27,210	£24,040	£329	5.8	155	276	258	42.8/34.3	154/25%	E112/E224	61.8	-	33
1.6 TDI CR 105 S 3dr	*****	£17,515	£15,463	-	10.6	119	104	184	74.3	99/17%	E49/E98	-	-	13
1.6 TDI CR 105 S 5dr	*****	£17,815	£15,728	£213	10.7	119	104	184	74.3	99/17%	E50/E100	-	-	13
1.6 TDI CR 105 SE 3dr	*****	£18,635	£16,452	£235	10.6	119	104	184	74.3	99/17%	E52/E105	-	-	13
1.6 TDI CR 105 SE 5dr	*****	£18,935	£16,717	£224	10.7	119	104	184	74.3/57.0	99/17%	E53/E107	-	-	13
1.6 TDI 110 SE Economie 3dr	*****	£19,625	£17,326	£235	10.4	122	108	184	85.6	87/16%	E52/E104	-	-	14
1.6 TDI 110 SE Economie 5dr	*****	£19,925	£17,590	£240	10.4	122	108	184	85.6	87/16%	E53/E106	43.2	-	14
2.0 TDI CR 150 SE 3dr	*****	£19,985	£17,643	-	8.3	134	148	236	68.9	106/19%	E63/E126	-	-	19
2.0 TDI CR 150 SE 5dr	*****	£20,285	£17,908	£246	8.4	134	148	236	68.9	106/19%	E64/E128	45.3	-	19
2.0 TDI CR 150 FR 3dr	*****	£21,530	£19,007	-	8.3	134	148	236	68.9	106/19%	E68/E136	-	-	20
2.0 TDI CR 150 FR 5dr	*****	£21,830	£19,271	£261	8.4	134	148	236	68.9	106/19%	E68/E137	47.9	-	20
2.0 TDI CR 184 FR 3dr	*****	£22,520	£19,880	£271	7.4	142	181	280	67.3	109/19%	E71/E142	49.5	-	26
2.0 TDI CR 184 FR 5dr	*****	£22,820	£20,145	£276	7.5	142	181	280	67.3/52.3	109/19%	E72/E144	50.2	-	26

1.8 TSI 180 FR 5dr	***	222,035	£19,468	£285	78	140	178	181	479	137/22%	E80/E160	531	-	25
1.6 TDI CR 105 S 5dr	*****	£18,810	£16,606	£227	111	119	104	184	74.3	99/17%	E56/E106	-	-	13
1.6 TDI CR 105 SE 5dr	BUY *****	£19,930	£17,595	£238	111	119	104	184	74.3	99/17%	E56/E112	-	-	13
1.6 TDI 110 SE Economie 5dr	*****	£20,920	£18,468	£255	104	122	108	184	85.6	87/16%	E55/E111	45.0	-	14
2.0 TDI CR 150 SE 5dr	-	£21,280	£18,786	£260	8.6	134	148	236	68.9	106/19%	E67/E134	47.4	-	19
2.0 TDI 150 SE 5dr	*****	£22,825	£20,150	£275	8.6	134	148	236	68.9	106/19%	E72/E144	49.8	-	20
2.0 TDI 150 SE X-Perience 5dr	*****	£24,385	£21,526	-	8.7	129	148	236	57.6	129/23%	E93/E186	-	-	19
2.0 TDI 150 SE Tech X-Perience 5dr	*****	£26,370	£23,278	-	8.7	129	148	236	57.6	129/23%	E90/E201	-	-	20
2.0 TDI CR 184 FR 5dr	*****	£23,815	£21,023	£291	78	142	181	280	65.7	112/20%	E79/E158	52.4	-	26
2.0 TDI 184 SE Tech X-Perience 5dr	*****	£28,870	£25,484	-	71	139	181	280	57.6	129/23%	E110/E220	-	-	23

ALTEA HATCHBACK

VERDICT Roomy and keenly priced, but seats aren't as flexible as those in most MPVs

Doors 5 Seats 5 L 4467mm	W 1581mm	H 1601mm												
1.6 TDI 105 Tech Economie 5dr	*****	£15,445	£14,465	£286	12.2	114	103	184	62.8	119/21%	E53/E107	-	-	14
2.0 TDI 140 Tech 5dr	*****	£16,245	£15,215	£296	9.7	125	138	236	57.6	129/23%	E62/E124	-	-	19
XL 1.6 TDI 105 Tech EcoV 5dr	BUY *****	£16,165	£15,140	£295	12.4	114	103	184	62.8	119/21%	E56/E112	-	-	13
XL 2.0 TDI 140 Tech 5dr	*****	£16,965	£15,889	£305	9.8	125	138	236	57.6	129/23%	E64/E129	-	-	19

ALHAMBRA MPV

VERDICT Clever, spacious and good to drive. A fantastic MPV

Doors 5 Seats 7 L 4854mm	W 2083mm	H 1740mm	Boot 267/229/113litres											
2.0 TDI 140 Economie 5dr	BUY *****	£25,630	£23,700	£322	10.9	120	138	236	50.4/46.2	146/27%	E114/E228	513	41%	18
2.0 TDI 140 Economie SE 5dr	*****	£27,510	£25,438	£351	10.9	120	138	236	50.4/46.2	146/27%	E122/E245	54.9	40%	18
2.0 TDI 140 Economie TECH 5dr	*****	£28,630	£26,473	£359	10.9	120	138	236	50.4	146/27%	E127/E255	68.0	-	18
2.0 TDI 140 Economie SE Lux 3dr	*****	£30,900	£28,570	£407	10.9	120	138	236	50.4	146/27%	E138/E276	61.1	-	18
2.0 TDI 177 SE 5dr	*****	£28,750	£26,586	-	9.3	129	138	236	47.1	158/29%	E137/E275	-	-	22
2.0 TDI 177 SE Lux 5dr	*****	£32,420	£29,978	-	9.3	129	138	236	47.1	158/29%	E155/E311	-	-	22

SKODA whatcar.com/skoda

CTUGO HATCHBACK

VERDICT A superbly talented city car; cheaper versions make the most sense

Doors 3/5 Seats 4 L 3563mm	W 1641mm	H 1478mm	Boot 251/95/113litres											
1.0 60 S 3dr	*****	£8,275	£7,935	£129	14.4	99	59	-	62.8	105/16%	E21/E43	25.5	45%	1
1.0 60 S 5dr	*****	£8,625	£8,270	£133	14.4	99	59	-	62.8	105/16%	E22/E45	26.0	44%	1
1.0 60 SE 3dr	*****	£9,135	£8,787	£139	14.4	99	59	-	62.8	105/16%	E24/E48	26.7	44%	1
1.0 60 SE 5dr	BUY *****	£9,485	£9,092	£143	14.4	99	59	-	62.8	105/16%	E25/E50	27.2	43%	1
1.0 60 Monte Carlo 3dr	*****	£10,670	£10,225	£165	14.4	99	59	-	62.8	105/16%	E28/E56	29.4	41%	2
1.0 60 Monte Carlo 5dr	*****	£11,020	£10,559	£157	14.4	99	59	-	62.8	105/16%	E29/E58	-	40%	2
1.0 60 GreenTech SE 3dr	*****	£9,495	£9,102	£146	14.3	99	59	-	68.9	95/14%	E22/E44	26.8	43%	1
1.0 60 GreenTech SE 5dr	*****	£9,845	£9,436	£150	14.3	99	59	-	68.9/49.1	95/14%	E22/E45	27.2	42%	1
1.0 60 GreenTech Elegance 3dr	*****	£10,010	£9,594	£151	14.3	99	59	-	68.9	95/14%	E23/E46	-	42%	1
1.0 60 GreenTech Elegance 5dr	*****	£10,360	£9,928	£155	14.3	99	59	-	68.9	95/14%	E24/E48	-	42%	1
1.0 75 GreenTech Elegance 3dr	*****	£10,400	£9,967	£156	13.2	106	74	-	67.3/53.3	98/14%	E24/E48	-	42%	2

VERDICT Smaller than the Rapid, yet more expensive. Makes little sense

1.2 TSI 86 S 5dr	*****	£14,500	£12,886	-	11.7	112	84	-	55.4/44.1	119/18%	E43/E86	-	-	11
1.2 TSI 86 SE 5dr	*****	£15,480	£13,823	£234	11.7	112	84	-	55.4/44.1	119/18%	E46/E92	-	-	12
1.2 TSI 86 GreenTech S 5dr	*****	£14,750	£13,125	£225	11.7	112	84	-	57.7	114/17%	E41/E88	-	-	12
1.2 TSI 86 GreenTech SE 5dr	*****	£15,730	£14,062	£239	11.7	112	84	-	57.7	114/17%	E44/E88	-	-	12
1.2 TSI 105 SE 5dr	*****	£16,180	£14,492	£244	10.2	120	104	129	52.3/40.9	125/20%	E53/E107	-	-	14
1.2 TSI 105 Elegance 5dr	*****	£16,640	£14,932	£247	10.2	120	104	129	52.3/40.9	125/20%	E55/E110	-	-	14
1.2 TSI 105 GreenTech SE 5dr	*****	£16,430	£14,731	-	10.2	120	104	129	55.4	118/18%	E49/E98	-	-	15
1.2 TSI 105 GreenTech Elegance 5dr	*****	£16,890	£15,171	£247	10.2	120	104	129	55.4	118/18%	E50/E101	-	-	14
1.4 TSI 122 SE DSG 5dr	-	£17,985	£16,223	£277	9.4	126	120	148	48.7	134/21%	E62/E124	-	-	17
1.4 TSI 122 Elegance DSG 5dr	-	£18,445	£16,633	£280	9.4	126	120	148	48.7	134/21%	E63/E127	-	-	18
1.4 TSI 122 GreenTech SE DSG 5dr	-	£18,105	£16,332	£272	9.4	126	120	148	51.4	127/20%	E60/E120	-	-	18
1.4 TSI 122 GTi Elegance DS 5dr	-	£18,565	£16,772	£275	9.4	126	120	148	51.4	127/20%	E61/E123	-	-	18
1.6 TDI 90 GreenLine 5dr	*****	£17,355	£15,615	£263	11.9	114	89	170	74.3	99/17%	E49/E98	-	-	14
1.6 TDI 90 S 5dr	*****	£16,300	£14,607	£230	11.3	89	170	64.2	114/20%	E54/E108	-	-	13	
1.6 TDI 90 SE 5dr	*****	£17,280	£15,544	£244	11.9	113	89	170	64.2/54.0	114/20%	E57/E114	-	-	14
1.6 TDI 90 GreenTech SE 5dr	*****	£17,530	£15,782	£245	12.1	113	89	170	70.6	106/19%	E55/E110	-	-	14
1.6 TDI 90 Elegance 5dr	*****	£17,740	£15,983	£247	11.9	113	89	170	64.2	114/20%	E58/E112	-	-	14
1.6 TDI 100 GreenTech Elegance 5dr	*****	£17,990	£16,222	£254	12.1	113	89	170	70.6	106/19%	E56/E113	-	-	14
1.6 TDI 105 S 5dr	*****	£16,950	£15,228	-	10.3	118	103	184	64.2	114/20%	E56/E112	-	-	15
1.6 TDI 105 SE 5dr	*****	£17,930	£16,165	£252	10.3	118	103	184	64.2	114/20%	E59/E119	-	-	16
1.6 TDI 105 Elegance 5dr	*****	£18,390	£16,605	£255	10.3	118	103	184	64.2	114/20%	E61/E122	-	-	16
1.6 TDI 105 GreenTech SE 5dr	*****	£18,180	£16,404	£257	10.3	118	103	184	70.6	106/19%	E57/E114	-	-	16
1.6 TDI 105 GreenTech Elegance 5dr	*****	£18,640	£16,844	£260	10.3	118	103	184	70.6	106/19%	E58/E117	-	-	16

SKODA TO TOYOTA

MODEL DETAILS

OUR STAR RATINGS

VERDICT

FOR KEY SEE P99

KEY INFO

Price on the road

Target Price

Contract hire

0-62 mph (sec)

Max speed (mph)

Power (bhp)

Torque (lb/ft)

Gov't MPG

CO2g/km/

tax liability

Monthly company car

Cost per mile

Retained value

Insurance group

RUNNING COSTS

Gov't MPG

CO2g/km/

tax liability

Monthly company car

Cost per mile

Retained value

Insurance group

20 TDI 150 Laurin & Klement 5dr

20 TDI 184 vRS 5dr

22

26

£26,465

£24,309

£362

8.4

135

148

236

68.9

107/19%

£83/£167

52.6

40%

22

26

£24,075

£22,118

£315

8.1

144

181

280

64.2

115/21%

£84/£168

48.8

42%

SSANGYONG

whatcar.com/essangyong

KORANDO CROSSOVER

VERDICT Roomy and comparatively cheap, but not up to the standards of many competitors

Doors 5 Seats 5 L 4410mm W 1830mm H 1710mm

20i SE 2WD 5dr

20i SE4 4WD 5dr

20i ELX4 4WD 5dr

19

19

19

£14,416

£14,995

£15,858

£16,495

£19,221

£19,995

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VERDICT 1 Spacious inside, but the cabin is very chunky indeed. It's not that clever, either											
Doors 5	Seats 5	L 4214mm	W 1897mm (incl mirrors)	H 1607mm	Boot 450/1780litres						
1.2 S 5dr	***	£12,105	£205	15.9	99	69	83	45.6	143/23%	£45/£91	- 34%
1.2 SE 5dr	***	£13,575	£10,850	£220	15.9	99	69	83	45.6	143/23%	£51/£102
1.2 TSI 85 S 5dr	***	£13,575	£12,158	£220	15.9	99	69	83	45.6	143/23%	-
1.2 TSI 85 SE 5dr	***	£12,750	£11,422	£212	12.6	107	84	118	49.6	134/21%	£44/£87
1.2 TSI 85 Scout 5dr	BUY	£14,135	£9,995	£226	12.6	107	84	118	49.6	134/21%	£48/£97
1.2 TSI 85 Scout 5dr	***	£14,685	£13,144	£234	12.6	107	84	118	49.6	134/21%	£50/£101
1.2 TSI 105 S auto 5dr	***	£14,185	£12,699	£232	11.0	114	104	129	49.6	134/21%	£49/£98
1.2 TSI 105 SE 5dr	***	£15,350	£13,736	£242	10.9	114	104	129	49.6	134/21%	£53/£106
1.2 TSI 105 SE 5dr	***	£14,800	£13,246	£234	10.9	114	104	129	49.6	134/21%	£53/£106
1.2 TSI 105 SE 5dr	***	£16,325	£14,589	£238	15.4	103	74	133	67.3	109/19%	£51/£103
1.6 TDI CR 90 SE 5dr	***	£15,415	£13,779	£226	13.3	106	89	170	60.1	124/22%	£58/£116
1.6 TDI CR 105 SE 5dr	***	£15,640	£13,979	£225	11.5	112	104	184	60.1	124/22%	£57/£114
1.6 TDI CR 105 SE 5dr	***	£16,190	£14,469	£234	11.5	112	104	184	60.1	124/22%	£59/£118

YETI CROSSOVER

VERDICT Practical, classy and it handles well. Ride and refinement could be better											
Doors 5	Seats 5	L 4223mm	W 1956mm (incl mirrors)	H 1691mm	Boot 416/1760litres						
1.2 TSI 105 S 5dr	***	£16,915	£15,606	£226	11.4	110	103	129	46.3	142/23%	£64/£128
1.2 TSI 105 Outdoor S 5dr	***	£16,915	£15,606	-	11.8	109	103	129	46.3/34.3	142/23%	£64/£128
1.2 TSI 105 SE 5dr	BUY	£18,425	£16,994	£248	11.4	110	103	129	46.3/36.1	142/23%	£69/£139
1.2 TSI 105 Outdoor SE 5dr	***	£18,425	£16,994	£248	11.8	109	103	129	46.3/34.3	142/23%	£69/£139
1.2 TSI 105 Elegance 5dr	***	£20,250	£18,672	£276	11.4	110	103	129	46.3	142/23%	£76/£153
1.2 TSI 105 Outdoor Elegance 5dr	***	£20,250	£18,672	£276	11.8	109	103	129	46.3	142/23%	£76/£153
1.8 TSI 160 Outdoor L&K AWD 5dr	***	£25,940	£23,918	£382	8.4	124	158	184	36.2	184/31%	£131/£263
1.6 TDI 105 S GreenLine II 5dr	***	£18,405	£16,964	£219	11.8	107	103	184	61.4/47.8	119/21%	£64/£128
1.6 TDI 105 SE GreenLine II 5dr	***	£18,405	£16,964	£219	11.8	107	103	184	61.4	119/21%	£64/£128
1.6 TDI 105 SE GreenLine II 5dr	***	£19,915	£18,352	£241	11.8	107	103	184	61.4	119/21%	£69/£139
1.6 TDI 105 Outdoor SE GreenL 5dr	***	£19,915	£18,352	£241	11.8	107	103	184	61.4	119/21%	£69/£139
1.6 TDI 105 Outdoor SE Bnes G 5dr	***	£21,675	£19,970	£267	11.8	107	103	184	61.4	119/21%	£75/£151
1.6 TDI 105 Elegance GreenLine 5dr	***	£21,675	£19,970	£267	11.8	107	103	184	61.4	119/21%	£75/£151
1.6 TDI 105 Outdoor Elegance 5dr	***	£18,255	£16,837	-	12.0	101	109	184	55.4	134/24%	£72/£144
2.0 TDI 110 Outdoor S 5dr	***	£18,255	£16,837	£227	12.0	101	109	184	55.4	134/24%	£72/£144
2.0 TDI 110 Outdoor S AWD 5dr	***	£19,895	£18,348	£265	12.4	114	109	207	47.9	154/28%	£91/£183
2.0 TDI 110 Outdoor SE AWD 5dr	***	£21,405	£19,736	£287	12.4	114	109	207	47.9	154/28%	£98/£197
2.0 TDI 110 SE 5dr	***	£19,765	£18,224	£250	12.0	101	109	184	55.4	134/24%	£78/£156
2.0 TDI 110 Outdoor SE 5dr	***	£19,765	£18,224	£250	12.0	101	109	184	55.4	134/24%	£78/£156
2.0 TDI 110 Elegance 5dr	***	£21,590	£19,902	£278	11.6	110	109	184	55.4	134/24%	£85/£171
2.0 TDI 110 Outdoor SE 5dr	***	£21,590	£19,902	£278	11.6	110	109	184	55.4	134/24%	£85/£171
2.0 TDI 140 Outdoor SE AWD 5dr	***	£22,230	£20,494	£298	9.9	118	138	236	48.7	152/28%	£102/£205
2.0 TDI 140 Outdoor SE Bness 4 5dr	***	£22,230	£20,494	£297	9.9	118	138	236	48.7	152/28%	£102/£205
2.0 TDI 140 Outdoor Eleg AWD 5dr	***	£24,165	£22,723	£328	9.9	118	138	236	48.7	152/28%	£111/£223
2.0 TDI 140 Outdoor L&K AWD 5dr	***	£27,495	£25,334	-	10.2	116	138	236	44.8	164/30%	£136/£272
2.0 TDI 170 Outdoor Eleg AWD 5dr	***	£24,840	£22,891	£336	8.4	125	168	258	49.6	149/27%	£110/£221
2.0 TDI 170 Outdoor L&K AWD 5dr	***	£27,070	£24,941	£372	8.4	125	168	258	49.6	149/27%	£120/£241

SWIFT HATCHBACK											
VERDICT Handles sharply and is affordable, although the interior feels a bit cheap											
Doors 5	Seats 5	L 3850mm	W 1695mm	H 1510mm	Boot 211/528litres						
1.2 SZT 3dr	***	£8,999	£8,542	£140	12.3	103	93	87	56.5	116/18%	£26/£53
1.2 SZT 5dr	***	£9,499	£9,045	£147	12.3	103	93	87	56.5	116/18%	£28/£56
1.2 SZT 3dr	***	£10,599	£10,056	-	12.3	103	93	87	56.5	116/18%	£31/£63
1.2 SZT 5dr	***	£11,099	£10,529	£161	12.3	103	93	87	56.5	116/18%	£33/£66
1.2 SZT 3dr	***	£11,699	£11,096	-	12.3	103	93	87	56.5	116/18%	£34/£69
1.2 SZT 5dr	***	£12,199	£11,569	-	12.3	103	93	87	56.5	116/18%	£36/£72
1.2 SZT 4x4 5dr	***	£12,099	£11,475	-	12.3	103	93	87	56.5	116/18%	£36/£72
1.2 SZT 4x4 5dr	***	£13,699	£12,989	-	12.3	103	93	87	56.5	116/18%	£40/£81
1.6 Sport 3dr	BUY	£13,999	£13,476	-	7.9	118	134	118	441/35.2	147/24%	£55/£110
1.6 Sport 5dr	***	£14,499	£13,957	-	7.9	118	134	118	441	147/24%	£57/£114

CELARIO HATCHBACK

VERDICT Road test verdict to follow											
Doors 5	Seats 5	Kerb Weight na	Towing na								
1.0 Duplel SZT 5dr	-	£8,499	£8,499	-	-	-	68	66	-	84/13%	-/-
1.0 SZT 5dr	-	£7,999	£7,999	-	-	-	68	66	-	99/14%	-/-
1.0 SZT 5dr	-	£8,999	£8,999	-	-	-	68	66	-	99/14%	-/-
1.0 AOS SZT 5dr	-	£9,799	£9,799	-	-	-	68	66	-	99/14%	-/-

SK4 CROSSOVER

VERDICT Way behind its rivals for ride and refinement											
Doors 5	Seats 5	L 4150mm	W 1755mm	H 1605mm	Boot 270/1045litres						
1.6 SZT 2WD 5dr	***	£12,595	£11,865	£172	10.7	115	118	115	45.6	141/23%	£47/£95
1.6 SZT 4WD 5dr	BUY	£15,899	£14,967	£188	11.5	109	118	115	43.5	149/24%	£62/£125

SK4 S-CROSS CROSSOVER


VERDICT Decent to drive, stacked with kit, and well priced and equipped											
Doors 5	Seats 5	L 4300mm	W 1765mm	H 1575mm	Boot 430/875litres						
1.6 SZT 5dr	***	£13,999	£13,241	-	11.0	111	118	115	51.3	127/20%	£46/£92
1.6 SZT 5dr	***	£17,999	£17,015	-	11.0	111	118	115	51.3	127/20%	£59/£119
1.6 SZT 5dr	***	£20,249	£19,139	-	11.0	111	118	115	51.3	127/20%	£67/£134
1.6 SZT Allgrip 5dr	***	£22,049	£20,845	-	11.0	111	118	115	-	135/22%	£80/£160
1.6 DMS SZT 5dr	***	£16,999	£16,072	-	12.0	111	118	115	-	110/20%	£56/£112
1.6 DMS SZT 5dr	BUY	£17,999	£17,015	-	12.0	111	118	115	-	110/20%	£59/£119
1.6 DMS SZT 5dr	***	£19,499	£18,431	£246	12.0	111	118	115	-	110/20%	£64/£129
1.6 DMS SZT Allgrip 5dr	***	£21,299	£20,130	£266	12.0	111	118	115	-	114/20%	£70/£141
1.6 DMS SZT 5dr	***	£21,749	£20,554	-	12.0	111	118	115	-	110/20%	£72/£144
1.6 DMS SZT Allgrip 5dr	***	£23,549	£22,253	-	12.0	111	118	115	-	114/20%	£78/£156

JIMNY 4X4

VERDICT Useful on road, with poor ride comfort, handling and refinement											
Doors 3	Seats 4	L 3665mm	W 1645mm	H 1705mm	Boot 113/28litres						
1.3 SZT 3dr	BUY	£12,195	£11,575	-	14.1	87	84	81	39.8	162/27%	£53/£107
1.3 SZT 3dr	***	£13,645	£12,947	-	14.1	87	84	81	39.8/36.8	162/27%	£60/£120

A TO Z SKODA TO TOYOTA

* Calls cost 5p per minute plus your standard access charge

TOYOTA TO VAUXHALL															
MODEL DETAILS			KEY INFO			RUNNING COSTS									
OUR STAR RATINGS			VERDICT												
★★★★★	Outstanding	FOR KEY SEE P99	Price on the road	Target Price 0845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG 	CO2g/km/ tax liability	Monthly company car 20%/40%	Cost per mile	Retained value @3yrs/36k miles	Insurance group
★★★★	Good														
★★★	Average														
★★★	Below par														
★★	Poor														
★															
VITARA 4x4															
VERDICT Road test verdict to follow															
Doors 5 Seats 5 L 4175mm W 1775mm H 1610mm															
1.6 S24 5dr			£13,999	£13,669	-	-	-	118	115	-	123/19%	£44/£88	-	-	-
1.6 S21 5dr			£15,499	£15,133	-	-	-	118	115	-	123/19%	£48/£97	-	-	-
1.6 S25 5dr			£17,999	£17,571	-	-	-	118	115	-	123/19%	£56/£113	-	-	-
1.6 S25 All4rip 5dr			£19,799	£19,327	-	-	-	118	115	-	123/19%	£62/£125	-	-	-
1.6 D16S S21 5dr			£16,999	£16,596	-	-	-	118	-	-	106/19%	£53/£107	-	-	-
1.6 D16S S25 5dr			£19,499	£19,035	-	-	-	118	-	-	106/19%	£61/£123	-	-	-
1.6 D16S S25 All4rip 5dr			£21,299	£20,791	-	-	-	118	-	-	106/19%	£67/£134	-	-	-

Doors 5/5 Seats 5 L 4020mm W 944mm H 1479mm Boot 285/1120litres														
L1 90 S/S Design 3dr	***	£12,910	£11,988	-	11.9	112	89	-	65.7	102/15%	£32/£64	32.8	-	9
L1 90 S/S Design 5dr	***	£13,510	£12,542	-	11.9	112	89	-	65.7	102/15%	£33/£67	34.2	-	9
L1 90 S/S SR 3dr	***	£13,605	£12,630	-	11.9	112	89	-	65.7	102/15%	£33/£67	33.7	-	9
L1 90 S/S SR 5dr	***	£14,205	£13,184	-	11.9	112	89	-	65.7	102/15%	£35/£70	35.3	-	9
L1 90 S/S SE 3dr	***	£14,250	£13,226	-	11.9	112	89	-	65.7	102/15%	£35/£71	36.8	-	9
L1 90 S/S SE 5dr	***	£14,850	£13,780	-	11.9	112	89	-	65.7	102/15%	£37/£74	38.5	-	9
L1 115 S/S Sting 3dr	***	£10,825	£10,825	£197	10.3	121	113	122	-	-	-	-	-	12
L1 115 S/S Sting 5dr	***	£11,425	£11,425	£206	10.3	121	113	122	-	-	-	-	-	12
L1 115 S/S Sting R 3dr	-	£11,175	£11,175	-	10.3	121	113	122	-	-	-	-	-	12
L1 115 S/S SR VX-Line 3dr	-	£14,640	£13,586	-	10.3	121	113	122	-	-	-	-	-	12
L1 115 S/S SR VX-Line 5dr	-	£15,240	£14,141	-	10.3	121	113	122	-	-	-	-	-	12
L2 170 Life 3dr	-	£11,080	£10,296	-	16.0	101	69	-	52.3	126/20%	£36/£73	35.2	-	2
L2 170 Life 5dr	-	£11,680	£10,851	-	16.0	101	69	-	52.3	126/20%	£38/£77	36.3	-	2
L2 170 Sting 3dr	-	£9,175	£9,175	-	16.0	101	69	-	52.3	126/20%	£30/£60	29.5	-	2
L2 170 Sting 5dr	-	£9,775	£9,775	-	16.0	101	69	-	52.3	126/20%	£32/£64	30.6	-	2
L2 170 Design 3dr	-	£11,080	£10,296	-	16.0	101	69	-	52.3	126/20%	£36/£73	31.9	-	2
L2 170 Design 5dr	-	£12,745	£11,835	-	16.0	101	69	-	52.3	126/20%	£42/£84	33.0	-	2
L2 170 SR 3dr	-	£11,775	£10,939	-	16.0	101	69	-	52.3	126/20%	£39/£78	32.8	-	2
L2 170 SR 5dr	-	£12,375	£11,493	-	16.0	101	69	-	52.3	126/20%	£41/£82	33.8	-	2
L2 170 SR VX-Line 3dr	-	£12,810	£11,895	-	16.0	101	69	-	52.3	126/20%	£42/£85	34.1	-	2
L2 170 SR VX-Line 5dr	-	£13,420	£12,450	-	16.0	101	69	-	52.3	126/20%	£44/£89	37.0	-	2
L2 170 SE 3dr	-	£12,420	£11,535	-	16.0	101	69	-	52.3	126/20%	£41/£82	35.7	-	2
L2 170 SE 5dr	-	£13,020	£12,089	-	16.0	101	69	-	52.3	126/20%	£43/£86	36.8	-	2
L4 190 Life 3dr	-	£11,425	£10,615	-	13.2	109	89	-	54.3	121/19%	£36/£72	-	-	6
L4 190 Life 5dr	-	£12,025	£11,170	-	13.2	109	89	-	54.3	121/19%	£37/£75	-	-	-
L4 190 Sting 3dr	-	£9,520	£9,520	-	13.2	101	89	-	54.3	121/19%	£30/£59	28.8	-	-
L4 190 Sting 5dr	-	£10,120	£10,120	-	13.2	109	89	-	54.3	121/19%	£31/£63	29.9	-	-
L4 190 Design 3dr	-	£11,425	£10,615	-	13.2	101	89	-	54.3	121/19%	£36/£72	-	-	-
L4 190 Design 5dr	-	£12,025	£11,170	-	13.2	109	89	-	54.3	121/19%	£37/£75	-	-	-
L4 190 Easytronic Design 3dr	-	£12,080	£11,221	-	13.9	109	89	-	55.4	119/18%	£37/£75	32.5	-	-
L4 190 Easytronic Design 5dr	-	£12,680	£11,775	-	13.9	109	89	-	55.4	119/18%	£37/£75	33.6	-	-
L4 190 SR 3dr	-	£12,120	£11,258	-	13.2	101	89	-	54.3	121/19%	£38/£76	32.1	-	-
L4 190 SR 5dr	-	£12,720	£11,812	-	13.2	109	89	-	54.3	121/19%	£40/£80	33.1	-	-
L4 190 SR VX-Line 3dr	-	£13,155	£12,214	-	13.2	101	89	-	54.3	121/19%	£41/£83	33.9	-	-
L4 190 SR VX-Line 5dr	-	£13,755	£12,769	-	13.2	109	89	-	54.3	121/19%	£43/£86	36.9	-	-
L4 190 SE 3dr	-	£12,765	£11,854	-	13.2	101	89	-	54.3	121/19%	£40/£80	35.0	-	-
L4 190 SE 5dr	-	£13,365	£12,408	-	13.2	109	89	-	54.3	121/19%	£42/£84	36.1	-	-
L4 100 Turbo SR 3dr	-	£12,775	£11,863	-	11.0	115	99	96	55.4	119/18%	£38/£76	33.7	-	10
L4 100 Turbo SR 5dr	-	£13,375	£12,417	-	11.0	115	99	96	55.4	119/18%	£39/£79	34.8	-	10
L4 100 Turbo SR VX-Line 3dr	-	£13,810	£12,819	-	11.0	115	99	96	55.4	119/18%	£41/£82	35.5	-	10
L4 100 Turbo SR VX-Line 5dr	-	£14,410	£13,374	-	11.0	115	99	96	55.4	119/18%	£43/£86	38.7	-	10
L4 100 Turbo SE 3dr	-	£13,420	£12,459	-	11.0	115	99	96	55.4	119/18%	£40/£80	36.7	-	10
L4 100 Turbo SE 5dr	-	£14,020	£13,013	-	11.0	115	99	96	55.4	119/18%	£41/£83	37.8	-	10
L3 0011/75 S/S Life 3dr	-	£13,330	£12,376	-	14.8	102	74	140	76.3	99/17%	£37/£75	35.8	-	6
L3 0011/75 S/S Life 5dr	-	£13,930	£12,930	-	14.8	102	74	140	76.3	99/17%	£39/£78	37.0	-	-
L3 0011/75 S/S Design 3dr	-	£13,330	£12,376	-	14.8	102	74	140	76.3	99/17%	£37/£75	34.2	-	-
L3 0011/75 S/S Design 5dr	-	£13,930	£12,930	-	14.8	102	74	140	76.3	99/17%	£39/£78	35.3	-	-
L3 0011/75 S/S SR 3dr	-	£14,025	£13,018	-	14.8	102	74	140	76.3	99/17%	£39/£79	33.2	-	-
L3 0011/75 S/S SR 5dr	-	£14,625	£13,572	-	14.8	102	74	140	76.3	99/17%	£41/£82	34.2	-	-
L3 0011/75 S/S SR VX-Line 3dr	-	£15,060	£13,974	-	14.8	102	74	140	76.3	99/17%	£42/£85	34.5	-	-
L3 0011/75 S/S SR VX-Line 5dr	-	£15,660	£14,529	-	14.8	102	74	140	76.3	99/17%	£44/£88	37.0	-	-
L3 0011/75 S/S SE 3dr	-	£14,670	£13,614	-	14.8	102	74	140	76.3	99/17%	£41/£82	36.4	-	-
L3 0011/75 S/S SE 5dr	-	£15,270	£14,169	-	14.8	102	74	140	76.3	99/17%	£43/£86	37.5	-	-
L3 0011/95 S/S SR 3dr	-	£14,525	£13,480	-	11.9	113	94	140	87.8	85/16%	£38/£77	32.9	-	9
L3 0011/95 S/S SR 5dr	-	£15,125	£14,035	-	11.9	113	94	140	87.8	85/16%	£40/£80	34.1	-	-
L3 0011/95 S/S SR VX-Line 3dr	-	£15,560	£14,436	-	11.9	113	94	140	87.8	85/16%	£41/£82	34.2	-	-
L3 0011/95 S/S SR VX-Line 5dr	-	£16,160	£14,991	-	11.9	113	94	140	87.8	85/16%	£42/£85	35.5	-	-
L3 0011/95 S/S SE 3dr	-	£15,170	£14,076	-	11.9	113	94	140	87.8	85/16%	£40/£80	36.1	-	-
L3 0011/95 S/S SE 5dr	-	£15,770	£14,631	-	11.9	113	94	140	87.8	85/16%	£41/£83	37.5	-	-

ASTRA HATCHBACK

VERDICT Classy, roomy cabin is a highlight, but the Astra falls short of the best family hatchbacks

Doors 5 Seats 5 L 4419mm W 2033mm (incl. mirrors) H 1501mm Boot 370/1235litres															
L41 VWT 100 Excite 5dr	***	***	£17920	£16,419	£245	12.9	111	99	96	51/4	129/20%	£59/£118	-	36%	9
L41 VWT 100 Tech Line 5dr	***	***	£16,770	£15,370	£222	12.9	111	99	96	51/4	129/20%	£55/£110	-	-	9
L41 VWT 100 SRI 5dr	***	***	£18,865	£17,281	-	12.9	111	99	96	51/4	129/20%	£62/£124	-	32%	9
L41 VWT 100 Design 5dr	***	***	£15,445	£14,582	£220	12.9	111	99	96	51/4	129/20%	£51/£102	-	38%	9

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ZAFRA TOURER MPV

VERDICT A genuine seven-seater that's good to drive. It's classy inside, too

Doors 5 **Seats** 7 **L** 4658mm **W** 2099mm **H** 1690mm

MOKKA CROSSOVER

VERDICT Not without appeal, but most rivals have it beaten in almost every area

Doors 5 **Seats** 5 **L** 4278mm **W** 2038mm (incl. mirrors) **H** 1658mm **Boot** 356/1372litres

VOLKSWAGEN whatcar.com/volkswagen

VERDICT Gives a smooth, quiet ride and feels classy inside. We love it

Doors 3/5 **Seats** 4 **L** 3540mm **W** 1640mm **H** 1480mm **Boot** 251/95 litres

Model	Price	Weight	Capacity	Speed	Power	Warranty
2.0 CDTi 165 Elite S/S 2dr	£28,580	96	135	163	54.3	512
2.0 CDTi 165 Elite S/S 2dr	£26,004	-	96	135	54.3	512

2.0 CDTi 195 BiTurbo Elite S/S 2dr	£30,065	£27,351	8.9
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2.0 CDTi 120 SRI Nav 5dr	★ ★ ★ ★	£21,734	£20,964	11.9	121

2.0 CDTi 120 SRI VX-Line 5dr	★★★	£22,104	£21,320	-	11.9	121	118	236	76.3	99/17%	£62/£124	-	39%	16
2.0 CDTi 120 SRI VX-Line 5dr	★★★	£22,104	£21,320	-	11.9	121	118	236	76.3	99/17%	£62/£124	-	39%	16

* Calls cost 5p per minute plus your standard access charge

VOLKSWAGEN									
MODEL DETAILS			KEY INFO			RUNNING COSTS			
OUR STAR RATINGS	VERDICT	Price on the road	Target Price	Contract hire	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG
★★★★★ Outstanding									
★★★★★ Good									
★★★★★ Average									
★★★★★ Below par									
★★★★★ Poor									
FOR KEY SEE P99									
1.0 75 BMT High Up 5dr	★★★★★	£12,235	£11,695	£195	12.9	104	74	-	67.3
1.0 75 Groove Up 3dr	★★★★★	£12,125	£11,590	£193	12.9	104	74	-	60.1
1.0 75 Groove Up 5dr	★★★★★	£12,500	£11,948	£198	12.9	104	74	-	60.1
1.0 75 Rock Up 3dr	★★★★★	£13,580	£12,977	£226	12.9	104	74	-	60.1
POLORATCHBACK									
VERDICT Classy, refined and easy to live with, if not as much fun as some rivals									
Doors 3 Seats 5	★★★★★	£11,300	£10,803	£149	15.5	100	59	-	60.1
1.0 60 S 3dr	★★★★★	£11,300	£10,803	£149	15.5	100	59	-	60.1
1.0 60 S 5dr	★★★★★	£11,930	£11,404	£155	15.5	100	59	-	60.1
1.0 60 S AC 3dr	★★★★★	£12,020	£11,490	£155	15.5	100	59	-	60.1
1.0 60 S AC 5dr	★★★★★	£12,650	£12,091	£161	15.5	100	59	-	60.1
1.0 60 SE 3dr	★★★★★	£12,635	£12,076	£156	15.5	100	59	-	60.1
1.0 60 SE 5dr	★★★★★	£13,265	£12,677	£162	15.5	100	59	-	60.1
1.0 60 SE Design 3dr	★★★★★	£13,735	£13,125	£174	15.5	100	59	-	60.1
1.0 60 SE Design 5dr	★★★★★	£14,365	£13,726	£180	15.5	100	59	-	60.1
1.0 75 SE 3dr	★★★★★	£13,160	£12,178	£162	14.3	108	74	-	58.9
1.0 75 SE 5dr	★★★★★	£13,790	£12,759	£168	14.3	108	74	-	58.9
1.0 75 SE Design 3dr	★★★★★	£14,260	£13,192	£180	14.3	108	74	-	58.9
1.0 75 SE Design 5dr	★★★★★	£14,890	£13,773	£187	14.3	108	74	-	58.9
1.2 TSI 90 SE 3dr	★★★★★	£13,780	£12,749	£171	10.8	114	89	-	60.1
1.2 TSI 90 SE 5dr	★★★★★	£14,410	£13,330	£177	10.8	114	89	-	60.1
1.2 TSI 90 SE Design 3dr	★★★★★	£14,880	£13,763	£189	10.8	114	89	-	60.1
1.2 TSI 90 SE Design 5dr	★★★★★	£15,510	£14,344	£195	10.8	114	89	-	60.1
1.2 TSI 100 SEL 3dr	★★★★★	£16,340	£15,081	£199	9.3	122	108	129	58.9
1.2 TSI 100 SEL 5dr	★★★★★	£16,910	£15,662	£205	9.3	122	108	129	58.9
1.4 TSI 150 ACT BlueCT 3dr	★★★★★	£17,910	£16,556	£221	7.8	137	148	184	58.9
1.4 TSI 150 ACT BlueCT 5dr	★★★★★	£18,540	£17,137	£227	7.8	137	148	184	58.9
1.8 TSI 192 GTI 3dr	★★★★★	£18,500	£18,900	-	6.7	146	189	236	47.1
1.8 TSI 192 GTI 5dr	★★★★★	£19,530	£19,530	-	6.7	146	189	236	47.1
1.4 TDI 75 SE 3dr	★★★★★	£14,845	£13,731	£170	12.9	108	74	144	-
1.4 TDI 75 SE 5dr	★★★★★	£15,475	£14,312	£176	12.9	108	74	144	-
1.4 TDI 75 SE Design 3dr	★★★★★	£15,945	£14,745	£188	12.9	108	74	144	-
1.4 TDI 75 SE Design 5dr	★★★★★	£16,575	£15,326	£194	12.9	108	74	144	-
1.4 TDI 90 SEL 3dr	★★★★★	£16,820	£15,551	£187	10.9	114	79	144	56.2
1.4 TDI 90 SEL 5dr	★★★★★	£17,450	£16,132	£193	10.9	114	79	144	56.2
GOLF CABRIOLET									
VERDICT Still a decent four-seat convertible, as long as you choose your version carefully									
Doors 2 Seats 4	★★★★★	£22,070	£19,357	-	11.7	116	103	129	47.9
1.4 TSI 105 S 2dr	★★★★★	£22,070	£19,357	-	11.7	116	103	129	47.9
1.4 TSI 122 S 2dr	★★★★★	£22,765	£19,965	-	10.5	122	121	148	44.1
1.4 TSI 122 SE 2dr	★★★★★	£23,815	£20,882	£367	10.5	122	121	148	44.1
1.4 TSI 160 GT 2dr	★★★★★	£26,715	£23,412	-	8.4	134	158	177	44.1
2.0 TSI 210 GTI 2dr	★★★★★	£30,505	£28,047	£470	7.3	147	208	207	37.2
2.0 TSI 260 R 2dr	★★★★★	£33,650	£31,579	-	6.4	155	261	258	34.4
1.6 TDI 105 BlueMotion Tech S 2dr	★★★★★	£23,540	£20,623	-	12.4	113	103	184	64.2
1.6 TDI 105 BlueMotion Tech SE 2dr	★★★★★	£24,590	£21,539	-	12.4	113	103	184	64.2
2.0 TDI 140 BlueMotion Tech SE 2dr	★★★★★	£25,990	£22,761	£386	9.9	128	138	236	62.8
2.0 TDI 140 BlueMotion Tech GT 2dr	★★★★★	£27,180	£23,800	£409	9.9	128	138	236	62.8
GOLF ESTATE									
VERDICT All the strengths of the hatch, plus a large, practical boot									
Doors 5 Seats 5	★★★★★	£18,945	£17,375	-	12.6	112	84	118	-
1.2 TSI 85 S 5dr	★★★★★	£18,945	£17,375	-	12.6	112	84	118	-
1.2 TSI 105 S 5dr	★★★★★	£19,535	£17,915	£264	10.7	120	104	129	56.5
1.4 TSI 122 S 5dr	★★★★★	£20,295	£18,610	-	9.7	127	121	148	53.3
1.4 TSI 122 SE 5dr	★★★★★	£21,230	£19,465	-	9.7	127	121	148	53.3
1.4 TSI 140 GT 5dr	★★★★★	£24,545	£22,496	-	8.9	132	138	-	53.3
1.6 TDI 90 S 5dr	★★★★★	£20,765	£19,039	£270	11.9	115	89	170	72.4
1.6 TDI 100 BlueMotion 5dr	★★★★★	£22,785	£20,886	£299	11.0	124	110	-	57.8
1.6 TDI 105 S 5dr	★★★★★	£22,150	£19,391	-	11.2	120	103	184	72.4
1.6 TDI 105 SE 5dr	★★★★★	£22,085	£20,246	-	10.6	114	103	184	72.4
2.0 TDI 140 SE 5dr	★★★★★	£26,920	£24,424	-	9.8	135	148	251	68.9
PASSAT ESTATE									
VERDICT A vast boot, lots of high-tech kit and space for all the family in the beautifully built cabin									
Doors 5 Seats 5	★★★★★	£23,870	£21,935	£308	11.0	127	118	185	68.9
1.6 TDI 120 S 5dr	★★★★★	£25,010	£22,980	£315	11.0	127	118	185	68.9
1.6 TDI 120 SE 5dr	★★★★★	£25,665	£23,581	£323	11.0	127	118	185	68.9
1.6 TDI 120 GT 5dr	★★★★★	£26,970	£24,777	£323	11.0	127	118	185	68.9
2.0 TDI 150 S 5dr	★★★★★	£26,135	£24,967	£323	8.9	135	148	251	68.9
2.0 TDI 150 SE 5dr	★★★★★	£26,135	£24,967	£323	8.9	135	148	251	68.9
2.0 TDI 150 SE 5dr	★★★★★	£26,135	£24,967	£323	8.9	135	148	251	68.9

VOLKSWAGEN																			
MODEL DETAILS		KEY INFO		RUNNING COSTS															
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Good ★★★★★ Average ★★★★★ Below par ★★★★★ Poor	VERDICT	Price on the road	Target Price 0845 527 6394*	Contract hire Per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Insurance group										
									Retained value @3yrs/36k miles	Cost per mile	Monthly company car 20%/ 40%	CO2g/km/ tax liability							
													Gov't MPG 						
														True MPG 					
															138/22%				
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GOLF HATCHBACK

VERDICT Everything a Golf should be - classy, comfortable, refined and financially sound														
Doors 3/5 Seats 5 L 4255mm W 1799mm H 1455mm														
e-Golf 155 BVT 5dr	★★★★	£31,325	-	10.4	87	114	119	-	-	-	EO/EO	-	28%	15
1.2 TSI 85 S 5dr	★★★★	£17,595	£16,141	E244	11.9	111	84	118	-	113/17%	E49/E59	40.9	-	7
1.2 TSI 85 S 5dr	★★★★	£18,250	£16,740	E249	11.9	111	84	118	-	113/17%	E51/E103	41.4	-	7
1.2 TSI 105 S 3dr	★★★★	£18,885	£16,681	E257	10.2	119	104	129	57.6/45.8	114/17%	E51/E102	-	-	11
1.2 TSI 105 S 5dr	★★★★	£18,840	£17,279	E261	10.2	119	104	129	57.6/45.8	114/17%	E53/E106	-	-	11
1.4 TSI 122 S 3dr	★★★★	£18,945	£17,375	E263	9.3	126	121	148	54.3	120/19%	E59/E119	-	-	14
1.4 TSI 122 S 5dr	★★★★	£19,600	£17,974	E272	9.3	126	121	148	54.3	123/19%	E61/E123	-	-	14
1.4 TSI 122 S Match 3dr	★★★★	£19,880	£18,230	E259	9.3	126	121	148	54.3	120/19%	E62/E125	-	-	14
1.4 TSI 122 Match 5dr	★★★★	£20,535	£18,829	E268	9.3	126	121	148	53.3	123/19%	E64/E129	-	-	15
1.4 TSI 150 GT ACT 3dr	★★★★	£24.615	£21,645	E317	8.2	134	148	184	58.9/41.7	112/17%	E66/E133	49.4	-	15
1.4 TSI 150 GT ACT 5dr	★★★★	£24.270	£22,244	E322	8.2	134	148	184	58.9/41.7	112/17%	E68/E137	50.0	-	15
1.4 TSI 150 GT ACT DSG 5dr	★★★★	£25.685	£23,538	E339	8.2	134	148	184	60.1	113/17%	E72/E145	52.0	-	15
1.4 TSI 200 PHEV GTE 5dr	★★★★	£37.755	£33,755	-	7.6	135	148	184	166.0	39/5%	E28/E56	-	-	26
2.0 TSI 220 GT 3dr	★★★★	£27.500	£25,536	-	6.5	153	217	-	47.1	139/22%	E100/E200	-	-	53
2.0 TSI 220 GT 5dr	★★★★	£28.155	£26,143	-	6.5	153	217	-	47.1	139/22%	E102/E205	-	-	53
2.0 TSI 300 R 3dr	★★★★	£30.820	£28,616	E336	5.1	155	296	280	39.8	165/28%	E142/E285	56.9	53%	34
2.0 TSI 300 R 5dr	★★★★	£31.475	£29,223	E341	5.1	155	296	280	39.8	165/28%	E145/E291	57.5	53%	34
1.6 TDI 90 S 3dr	★★★★	£18.995	£17,421	E262	11.9	115	89	170	74.3	98/17%	E53/E107	-	-	47
1.6 TDI 90 S 5dr	★★★★	£19.650	£18,020	E266	11.9	115	89	170	74.3	98/17%	E55/E111	-	-	49
1.6 TDI 105 S 3dr	★★★★	£19.800	£18,157	E272	10.7	119	103	184	74.3	99/17%	E55/E111	-	-	12
1.6 TDI 105 S 5dr	★★★★	£20.455	£18,756	E277	10.7	119	103	184	74.3/54.5	99/17%	E57/E115	-	-	12
1.6 TDI 105 Match 3dr	★★★★	£20.735	£19,012	E268	10.7	119	103	184	74.3	99/17%	E58/E117	-	-	13
1.6 TDI 105 Match 5dr	★★★★	£21.390	£19,611	E273	10.6	114	103	184	74.3	99/17%	E60/E120	-	-	49
1.6 TDI 110 BlueMotion 3dr	★★★★	£21.435	£19,652	E292	10.5	124	103	184	88.3	89/16%	E57/E114	43.9	45%	15
1.6 TDI 110 BlueMotion 5dr	★★★★	£22.090	£20,251	E297	10.5	124	103	184	88.3/56.8	89/16%	E58/E117	44.3	46%	15
2.0 TDI 150 Match 3dr	★★★★	£23.325	£21,380	E293	8.6	134	148	-	-	106/19%	E71/E143	44.8	47%	18
2.0 TDI 150 Match 5dr	★★★★	£24.120	£22,107	E314	8.6	134	148	-	-	109/19%	E76/E152	48.1	48%	17
2.0 TDI 150 GT 5dr	★★★★	£24.775	£22,706	E318	8.6	134	148	-	-	109/19%	E78/E156	48.6	49%	17
2.0 TDI 184 GTD 3dr	★★★★	£26.935	£25,003	-	7.5	143	181	280	67.3	112/20%	E89/E179	-	-	50
2.0 TDI 184 GTD 5dr	★★★★	£27.590	£25,610	-	7.5	143	181	280	67.3	112/20%	E91/E183	-	-	50

GOLF SV MPV

VERDICT Refined and good to drive, although most rival MPVs are cheaper and more practical														
Doors 5 Seats 5 L 4338mm W 1578mm H 1578mm Boot 500/1520litres														
1.2 TSI 85 S 5dr	-	£19,205	£17,204	-	13.2	110	84	118	57.6	114/17%	E54/E108	43.4	45%	9
1.2 TSI 110 S 5dr	-	£20.215	£18,105	£302	12.7	129	108	129	55.4	117/18%	E60/E120	45.2	44%	14
1.4 TSI 125 S 5dr	-	£20.975	£18,783	£313	9.9	124	121	148	52.3	125/20%	E69/E139	47.0	44%	16
1.4 TSI 125 SE 5dr	-	£21.910	£19,617	£315	9.9	124	121	148	52.3	125/20%	E72/E145	47.3	44%	14
1.4 TSI 150 GT 5dr	★★★★	£25.370	£22,705	£370	8.8	132	148	184	50.4	130/21%	E88/E177	-	-	41
1.6 TDI 90 S 5dr	-	£21.025	£18,828	-	11.9	115	89	170	72.4	101/18%	E62/E125	43.2	45%	11
1.6 TDI 110 S 5dr	-	£21.980	£19,680	£317	11.3	119	110	-	72.4/50.0	101/18%	E65/E131	44.9	44%	13
1.6 TDI 110 BlueMotion 5dr	-	£23.285	£20,844	-	11.3	122	110	-	-	98/17%	E65/E131	46.8	42%	13
1.6 TDI 110 SE 5dr	-	£22.915	£20,514	£319	11.3	119	110	-	72.4/50.0	101/18%	E68/E137	45.2	45%	11
2.0 TDI 150 SE 5dr	★★★★	£24.280	£21,732	£337	9.2	132	148	-	65.7	112/20%	E80/E161	47.9	45%	17
2.0 TDI 150 GT 5dr	★★★★	£25.875	£23,155	£356	9.2	132	148	-	64.2	115/21%	E90/E180	51.0	45%	17

JETTA SALOON

VERDICT A likeable and capable compact saloon. Resale values disappoint														
Doors 4 Seats 5 L 4644mm W 1907mm H 1482mm														
1.4 TSI 125 S 4dr	★★★★	£18.895	£15,943	£303	9.6	128	123	-	52.3	125/20%	E62/E125	46.5	-	18
1.4 TSI 125 SE 4dr	★★★★	£20.225	£17,058	£321	9.6	128	123	-	52.3	125/20%	E67/E134	48.6	-	18
1.4 TSI 150 SE 4dr	★★★★	£20.930	£17,649	£328	8.6	137	148	184	53.3	123/19%	E66/E132	49.2	-	21
1.4 TSI 150 GT 4dr	★★★★	£21.795	£18,375	£338	8.6	137	148	184	53.3	123/19%	E68/E137	50.6	-	21
2.0 TDI 110 S 4dr	★★★★	£20.175	£17,016	£291	11.0	122	109	207	70.6	105/19%	E63/E127	43.0	-	14
2.0 TDI 110 SE 4dr	★★★★	£21.505	£18,132	-	11.0	122	109	207	70.6	105/19%	E67/E135	-	-	15
2.0 TDI 160 GT 4dr	★★★★	£22.305	£18,857	£318	11.0	122	109	207	70.6	105/19%	E70/E141	46.3	-	15
2.0 TDI 150 SE 4dr	★★★★	£22.505	£18,970	£318	8.9	137	148	-	67.3	109/19%	E71/E142	46.5	-	22
2.0 TDI 150 GT 4dr	★★★★	£23.370	£19,695	£328	8.9	137	148	-	67.3	109/19%	E73/E147	47.9	-	22

BETTER CARRIAGE

VERDICT Not brilliant to drive, but style-conscious buyers probably won't care														
Doors 2 Seats 4 L 4278mm W 1908mm H 1486mm Boot 310/905litres														
1.2 TSI 105 2dr	★★★★	£19.230	£16,771	£283	11.7	111	104	129	50.4	129/20%	E63/E127	-	-	15
1.2 TSI 105 Design 2dr	★★★★	£21.625	£18,849	£322	11.7	111	104	129	50.4	129/20%	E71/E143	-	-	16

2.0 TDI 130 SE Business 3dr

★★★★

£26.950

£24,812

£338

8.9

135

148

251

68.9

107/19%

E64/E186

-

-

19

2.0 TDI 150 GT 5dr

★★★★

£28.095

£25,809

-

8.9

135

148

251

67.3

110/20%

E93/E193

53.6

-

19

2.0 TDI 150 R-line 5dr

★★★★

£29.090

£26,721

£366

8.9

135

148

251

67.3

110/20%

E96/E193

53.6

-

19

2.0 TDI 190 SCR GT 5dr

★★★★

£29.445

£27,046

£379

8.1

146

187

295

67.3/45.4

110/20%

E98/E195

55.3

-

22

2.0 TDI 190 SCR R-line 5dr

★★★★

£30.440

£27,959

£390

8.1

146

187

295

67.3/45.4

110/20%

E101/E202

56.3

-

23

2.0 TDI 240 BITDI SCR GT 5dr

★★★★

£36.175

£33,227

-

6.3

148

237

369

52.3

140/26%

E155/E311

-

-

28

2.0 TDI 240 BITDI SCR R-line 5dr

★★★★

£37.170

£34,139

-

6.3

148

237

369

52.3

140/26%

E160/E320

-

-

28

PASSAT SALOON

VERDICT Classy, comfortable and refined - the Passat is a genuine rival to established executive cars

Doors 4 Seats 5 L 4767mm W 2083mm (incl.mirrors) H 1456mm

1.6 TDI 120 S 4dr

-

£22.320

£20,514

£290

10.8

128

118

185

70.6

105/19%

E70/E141

43.8

-

15

1.6 TDI 120 SE 4dr

-

£23.460

£21,559

£298

10.8

128

118

185

70.6

105/19%

E74/E148

45.0

-

12

1.6 TDI 120 SE Business 4dr

-

£24.115

£22,160

£306

10.8

128

118

185

70.6

105/19%

E76/E152

44.0

-

12

1.6 TDI 120 GT 4dr

-

£25.420

£23,356

£323

10.8

128

118

185

67.3

109/19%

E80/E160

48.6

-

13

2.0 TDI 150 S 4dr

★★★★

£23.445

£21,546

£306

8.7

136

148

251

70.6

106/19%

E74/E148

45.6

-

21

2.0 TDI 150 SE 4dr

★★★★

£24.585

£22,591

£313

8.7

136

148

251

70.6

106/19%

E77/E155

46.8

-

19

2.0 TDI 150 SE Business 4dr

★★★★

£25.240

£23,191

£321

8.7

136

148

251

70.6

106/19%

E79/E159

45.7

-

19

2.0 TDI 150 GT 4dr

★★★★

£26.545

£24,388

-

8.7

136

148

251

68.9/52.5

109/19%

E83/E167

-

-

19

2.0 TDI 150 R-line 4dr

★★★★

£27.540

£25,300

£349

8.7

136

148

251

68.9/52.5

109/19%

E87/E174

51.5

-

19

2.0 TDI SCR 190 GT 4dr

★★★★

£27.895

£26,538

£362

7.9

147

187

295

68.9

107/19%

E88/E176

53.0

-

22

2.0 TDI SCR 190 R-line 4dr

★★★★

£28.890

£26,538

£372

7.9

147

187

295

68.9

107/19%

E91/E182

54.3

-

23

2.0 TDI 240 BITDI SCR GT 4dr

★★★★

£34.625

£31,806

-

6.1

149

237

369

53.3

139/25%

E143/E287

-

-

28

2.0 TDI 240 BITDI SCR R-line 4dr

★★★★

£35.620

£32,718

-

6.1

149

237

369

53.3

139/25%

E147/E295

-

-

28

PHAEOTON SALOON

VERDICT An expensive car to buy and run, with awful resale values

Doors 4 Seats 5 L 5175mm W 2129mm (incl.mirrors) H 1456mm

3.0 V6 TDI 240 SWB 4dr

★★★★

£55.550

£53,424

-

8.3

148

236

369

33.2

224/37%

E338/E676

-

30%

45

3.0 V6 TDI 240 LWB 4dr

★★★★

£58.110

£55,883

-

8.6

148

236

369

33.2

224/37%

E354/E708

-

30%

45

TOURAN MPV

VERDICT It's good to drive, but isn't as roomy or as versatile as the best MPVs

Doors 5 Seats 7 L 4497mm W 2044mm (incl.mirrors) H 1634mm

1.2 L2 151 105 S 5dr

★★★★

£19.940

£16,937

£280

12.0

115

104

129

44.1

149/24%

E78/E157

-

42%

12

1.2 L2 151 105 SE 5dr

★★★★

£19.940

£16,937

£280

9.5

125

138

-

41.5

159/26%

E101/E203

-

41%

18

1.6 TDI 105 BMT S 5dr

★★★★

£21.750

£18,440

£278

12.8

116

104

184

61.4

121/22%

E79/E159

-

48%

14

1.6 TDI 105 BMT SE 5dr

★★★★

£23.895

£20,216

£308

12.8

116

104

184

61.4

121/22%

E87/E174

-

45%

14

1.6 TDI 105 BMT SE 5dr

★★★★

£25.620

£21,704

£336

9.9

126

138

236

58.9

127/23%

E98/E196

-

43%

19

2.0 TDI 140 BMT Sport 5dr

★★★★

£27.080

£22,935

£354

9.9

126

138

236

58.9

127/23%

E103/E207

-

42%

19

2.0 TDI 177 Sport 5dr

★★★★

£28.500

£24,156

£381

8.8

129

177

295

49.6

150/28%

E132/E264

-

24

SHARAN MPV

VERDICT Every bit as good as the identical Seat Alhambra, just a little bit pricier

Doors 5 Seats 6/7 L 4854mm W 1904mm H 1720mm

2.0 TDI 150 S 5dr

★★★★

£25.500

£21,409

£356

10.7

122

148

177

39.2

167/28%

E127/E234

58.1

44%

16

1.4 TSI 150 SE 5dr

★★★★

£27.810

£23,344

£393

10.7

122

148

177

39.2

167/28%

E128/E256

62.2

43%

16

2.0 TSI 200 SE SEL DSG 5dr

★★★★

£33.995

£28,488

£489

8.3

137

197

207

33.2

198/34%

E189/E378

-

39%

25

2.0 TDI 115 S 5dr

★★★★

£26.065

£21,854

£357

12.6

114

113

207

50.4

146/27%

E116/E232

54.7

32%

14

2.0 TDI 140 S 5dr

★★★★

£26.815

£22,480

£365

10.9

121

138

236

50.4

146/27%

E119/E239

-

46%

18

2.0 TDI 140 S 5dr

★★★★

£29.125

£24,405

£403

10.9

121

138

236

50.4

146/27%

E130/E260

-

45%

18

2.0 TDI 140 SE 5dr

★★★★

£32.025

£26,822

£450

10.9

121

138

236

50.4

146/27%

E134/E286

-

43%

18

2.0 TDI 140 Exc. 5dr

★★★★

£32.275

£27,031

£451

10.9

121

138

236

50.4

146/27%

E144/E288

-

43%

18

2.0 TDI 177 SE 5dr

★★★★

£30.730

£25,749

£431

9.3

129

177

295

48.7

152/25%

E127/E254

-

23

2.0 TDI 177 SEL 5dr

★★★★

£33.630

£28,166

£478

9.3

129

177

295

48.7

152/25%

E139/E278

-

23

TIGUAN CROSSOVER

VERDICT Combines sporty handling with a classy cabin, although rivals are more spacious

Doors 5 Seats 5 L 4427mm W 2070mm (incl.mirrors) H 1683mm

1.4 TSI 160 BMT S 2WD 5dr

★★★★

£21.960

£20,199

-

8.9

126

158

177

42.2

156/26%

E94/E188

-

54%

18

2.0 TSI 160 BMT Match 2WD 5dr

★★★★

£23.995

£22,028

£330

8.9

126

158

177

42.2

156/26%

E102/E205

51.7

49%

21

1.4 TSI 160 S 4WD 5dr

★★★★

£23.650

£21,762

£337

9.2

123

158

177

37.2

178/30%

E106/E232

53.6

-

18

1.4 TSI 160 Match 4WD 5dr

★★★★

£25.645

£23,591

£351

9.2

123

158

177

37.2

178/30%

E126/E252

55.8

51%

21

2.0 TSI 180 Match 4WD 5dr

★★★★

£26.485

£24,373

£364

8.3

126

170

207

33.2

198/34%

E147/E294

59.0

51%

24

2.0 TSI 200 R-line 4WD 5dr

★★★★

£29.180

£26,844

-

8.3

126

208

-

33.2

199/34%

E162/E324

-

49%

22

2.0 TDI 160 BMT S 2WD 5dr

★★★★

£22.605

£20,786

£290

11.9

109

109

207

53.3/51.7

138/25%

E93/E186

43.8

57%

14

2.0 TDI 140 BMT S 2WD 5dr

★★★★

£23.155

£21,291

£295

10.2

120

138

236

53.3

138/25%

E95/E191

44.9

56%

17

2.0 TDI 140 BMT S 2WD 5dr

★★★★

£24.925

£22,915

£314

10.2

116

138

236

48.7/46.7

150/28%

E115/E230

48.2

-

17

2.0 TDI 140 BMT Match 4WD 5dr

★★★★

£25.150

£23,120

£246

10.2

120

138

236

53.3

138/25%

E104/E208

47.1

53%

18

2.0 TDI 140 BMT Match 4WD 5dr

★★★★

£26.920

£24,744

£260

10.2

116

138

236

48.7

150/28%

E124/E249

50.4

55%

19

2.0 TDI 140 BMT R-line 4WD 5dr

★★★★

£27.610

£25,376

£332

10.2

116

138

236

48.7

150/28%

E127/E255

51.0

55%

18

2.0 TDI 140 BMT R-line 4WD 5dr

★★★★

£28.750

£26,421

£284

10.2

116

138

236

48.7

150/28%

E132/E266

-

54%

18

2.0 TDI 177 BMT Match 4WD 5dr

★★★★

£27.925

£25,668

£343

8.9

125

175

280

48.7

151/28%

E129/E258

52.2

55%

23

2.0 TDI 177 BMT R-line 4WD 5dr

★★★★

£29.755

£27,346

-

8.9

125

175

280

48.7

151/28%

E137/E275

-

52%

23

* Calls cost 5p per minute plus your standard access charge

VOLVO		KEY INFO		RUNNING COSTS																									
MODEL DETAILS		PRICE		ON THE ROAD		TARGET PRICE		CONTRACT HIRE		0-62 MPH (SEC)		MAX SPEED (MPH)		POWER (BHP)		TORQUE (LB/FT)		GOV'T MPG		CO2G/KM/ TAX LIABILITY		MONTHLY COMPANY CAR TAX BILL		COST PER MILE		RETAINED VALUE @3YRS/36K MILES		INSURANCE GROUP	
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★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★		★★★★★	
★★★★★ Poor		★★★★★		★★★★★		★★★★★																							

VOLVO WHATEVER/VOLVO														
VERDICT Smart interior and strong engines, but ride is too firm														
Doors 5 Seats 5 L 4369mm W 2041mm H 1445mm														
1.6 T120 ES 5dr	★★★★	★★★★	£19,195	£17,466	-	9.4	121	118	177	53.3	124/19%	£60/£121	37.8	- 19
1.6 T120 ES Nav 5dr	★★★★	★★★★	£19,995	£18,191	-	9.4	121	118	177	53.3	124/19%	£63/£126	39.5	- 19
1.6 T120 SE 5dr	★★★★	★★★★	£20,720	£18,849	-	9.4	121	118	177	53.3	124/19%	£65/£130	40.3	- 19
1.6 T120 SE Nav 5dr	★★★★	★★★★	£21,520	£19,574	-	9.4	121	118	177	53.3	124/19%	£68/£135	-	- 19
1.6 T120 SE Lux Nav 5dr	★★★★	★★★★	£23,520	£21,388	£330	9.4	121	118	177	53.3	124/19%	£74/£148	-	- 20
1.6 T120 R-Design 5dr	★★★★	★★★★	£22,495	£19,552	-	9.4	121	118	177	53.3	124/19%	£67/£135	40.1	- 19
1.6 T120 R-Design Nav 5dr	★★★★	★★★★	£22,295	£20,277	-	9.4	121	118	177	53.3	124/19%	£70/£140	41.8	- 19
1.6 T120 R-Design Lux Nav 5dr	★★★★	★★★★	£23,970	£21,797	-	9.4	121	118	177	53.3	124/19%	£75/£151	-	- 21
1.6 T150 ES 5dr	★★★★	★★★★	£20,945	£19,053	£261	8.4	130	148	177	53.3	124/19%	£66/£132	-	- 35
1.6 T150 ES Nav 5dr	★★★★	★★★★	£21,945	£19,959	£279	8.4	130	148	177	53.3	124/19%	£69/£138	-	- 35
1.6 T150 SE 5dr	★★★★	★★★★	£22,670	£20,617	-	8.4	130	148	177	53.3	124/19%	£71/£143	-	- 35
1.6 T150 SE Nav 5dr	★★★★	★★★★	£23,470	£21,343	-	8.4	130	148	177	53.3	124/19%	£74/£148	-	- 35
1.6 T150 SE Lux Nav 5dr	★★★★	★★★★	£25,470	£23,157	-	8.4	130	148	177	53.3	124/19%	£80/£160	-	- 35
1.6 T150 R-Design 5dr	★★★★	★★★★	£23,445	£21,320	-	8.4	130	148	177	53.3	124/19%	£74/£148	-	- 35
1.6 T150 R-Design Nav 5dr	★★★★	★★★★	£25,920	£22,046	-	8.4	130	148	177	53.3	124/19%	£78/£153	-	- 35
1.6 T150 R-Design Lux Nav 5dr	★★★★	★★★★	£25,245	£22,565	-	8.4	130	148	177	53.3	124/19%	£81/£163	-	- 33
1.6 T180 SE Lux Nav 5dr	★★★★	★★★★	£26,970	£24,517	£345	7.3	140	177	177	51.4	129/20%	£89/£179	-	- 34
1.6 T180 R-Design Lux Nav 5dr	★★★★	★★★★	£27,420	£24,926	£339	7.3	140	177	177	51.4	129/20%	£91/£182	-	- 36
1.6 T180 C-Country Lux Nav 5dr	★★★★	★★★★	£27,970	£25,425	£345	7.3	140	177	177	51.4	129/20%	£93/£186	-	- 33
2.5 T15 254 R-Design Lux Nav 5dr	★★★★	★★★★	£31,700	£28,820	-	5.7	155	251	266	34.9	189/32%	£168/£336	-	- 33
2.5 T15 254 C-Ctry Lux Nav AWD 5dr	★★★★	★★★★	£34,100	£31,006	-	6.0	130	251	266	34.0	194/33%	£186/£372	-	- 31
1.6 T120 ES 5dr	★★★★	★★★★	£21,195	£19,280	-	11.2	118	113	199	831/56.8	88/16%	£56/£112	38.5	40
1.6 T120 ES Nav 5dr	★★★★	★★★★	£21,995	£20,005	-	11.2	118	113	199	831/56.8	88/16%	£58/£117	40.2	39
1.6 T120 SE 5dr	★★★★	★★★★	£22,720	£20,663	-	11.2	118	113	199	831/56.8	88/16%	£60/£120	41.0	39
1.6 T120 SE Nav 5dr	★★★★	★★★★	£23,520	£21,388	-	11.2	118	113	199	831/56.8	88/16%	£62/£125	42.8	38
1.6 T120 SE Lux 5dr	★★★★	★★★★	£24,520	£22,295	£296	11.2	118	113	199	831/56.8	88/16%	£65/£130	44.9	37
1.6 T120 SE R-Design 5dr	★★★★	★★★★	£25,520	£23,202	£315	11.2	118	113	199	831/56.8	88/16%	£67/£135	46.2	36
1.6 T120 SE R-Design Nav 5dr	★★★★	★★★★	£25,295	£21,184	£263	11.2	118	113	199	831	88/16%	£62/£123	41.2	- 17
1.6 T120 SE R-Design Lux 5dr	★★★★	★★★★	£24,295	£22,091	£282	11.2	118	113	199	831	88/16%	£64/£129	42.9	- 17
1.6 T120 SE R-Design Lux Nav 5dr	★★★★	★★★★	£25,970	£22,704	£291	11.2	118	113	199	831	88/16%	£66/£132	43.7	39
1.6 T120 SE R-Design Lux Nav 5dr	★★★★	★★★★	£25,970	£23,610	£310	11.2	118	113	199	831	88/16%	£69/£138	46.0	- 18
1.6 T120 SE R-Design Lux Nav 5dr	★★★★	★★★★	£23,520	£21,388	£281	11.2	115	113	199	74.3	99/17%	£66/£133	43.7	39
1.6 T120 SE R-Design Lux Nav 5dr	★★★★	★★★★	£24,520	£22,295	£300	11.2	115	113	199	74.3	99/17%	£69/£138	45.4	39
1.6 T120 SE R-Design Lux Nav 5dr	★★★★	★★★★	£25,520	£23,202	£311	11.2	115	113	199	74.3	99/17%	£72/£144	47.4	37
1.6 T120 SE R-Design Lux Nav 5dr	★★★★	★★★★	£26,520	£24,109	£330	11.2	115	113	199	74.3	99/17%	£75/£150	49.1	37
2.0 D3 150 SE 5dr	★★★★	★★★★	£23,770	£21,615	-	9.1	130	148	258	65.7/56.6	114/20%	£79/£158	45.0	42
2.0 D3 150 SE Nav 5dr	★★★★	★★★★	£24,770	£22,341	-	9.1	130	148	258	65.7/56.6	114/20%	£81/£163	46.7	42
2.0 D3 150 SE Lux Nav 5dr	★★★★	★★★★	£26,570	£24,155	-	9.1	130	148	258	65.7/56.6	114/20%	£88/£176	50.6	41
2.0 D3 150 R-Design 5dr	★★★★	★★★★	£24,545	£22,348	-	9.1	130	148	258	65.7	114/20%	£81/£163	44.9	47
2.0 D3 150 R-Design Nav 5dr	★★★★	★★★★	£25,545	£23,044	-	9.1	130	148	258	65.7	114/20%	£84/£168	46.6	46
2.0 D3 150 R-Design Lux Nav 5dr	★★★★	★★★★	£27,020	£24,563	-	9.1	130	148	258	65.7	114/20%	£89/£179	49.8	46
2.0 D3 150 C-Country SE 5dr	★★★★	★★★★	£24,870	£22,613	-	9.1	127	148	258	64.2	117/21%	£86/£173	47.1	34
2.0 D3 150 C-Country SE Nav 5dr	★★★★	★★★★	£25,870	£23,338	-	9.1	127	148	258	64.2	117/21%	£89/£179	48.8	34
2.0 D3 150 C-Country Lux Nav 5dr	★★★★	★★★★	£27,670	£25,152	-	9.1	127	148	258	64.2	117/21%	£96/£193	-	- 34
2.0 D4 190 SE 5dr	★★★★	★★★★	£24,970	£22,704	-	8.2	137	187	295	74.3	99/17%	£70/£141	-	- 43
2.0 D4 190 SE Nav 5dr	★★★★	★★★★	£25,970	£23,429	-	8.2	137	187	295	74.3	99/17%	£72/£145	-	- 42
2.0 D4 190 SE Lux Nav 5dr	★★★★	★★★★	£27,770	£25,243	-	8.2	137	187	295	74.3	99/17%	£78/£157	-	- 41
2.0 D4 190 R-Design 5dr	★★★★	★★★★	£25,745	£23,406	-	8.2	137	187	295	74.3/50.2	99/17%	£72/£145	-	- 47
2.0 D4 190 R-Design Nav 5dr	★★★★	★★★★	£26,545	£24,132	-	8.2	137	187	295	74.3/50.2	99/17%	£75/£150	-	- 46
2.0 D4 190 R-Design Lux Nav 5dr	★★★★	★★★★	£28,220	£25,651	-	8.2	137	187	295	74.3/50.2	99/17%	£79/£159	-	- 46
2.0 D4 190 SE 5dr	★★★★	★★★★	£24,970	£22,704	-	8.2	137	187	295	74.3	99/17%	£70/£141	-	- 43
2.0 D4 190 SE Nav 5dr	★★★★	★★★★	£25,970	£23,429	-	8.2	137	187	295	74.3	99/17%	£72/£145	-	- 42
2.0 D4 190 SE Lux Nav 5dr	★★★★	★★★★	£27,770	£25,243	-	8.2	137	187	295	74.3	99/17%	£78/£157	-	- 41
2.0 D4 190 R-Design 5dr	★★★★	★★★★	£25,745	£23,406	-	8.2	137	187	295	74.3/50.2	99/17%	£72/£145	-	- 47
2.0 D4 190 R-Design Nav 5dr	★★★★	★★★★	£26,545	£24,132	-	8.2	137	187	295	74.3/50.2	99/17%	£75/£150	-	- 46
2.0 D4 190 R-Design Lux Nav 5dr	★★★★	★★★★	£28,220	£25,651	-	8.2	137	187	295	74.3/50.2	99/17%	£79/£159	-	- 46

VOLVO		KEY INFO		RUNNING COSTS											
MODEL DETAILS		VERDICT	Price on the road	Target Price 0845 527 6394*	Contract hire per month	0-62 mph (sec)	Max speed (mph)	Power (bhp)	Torque (lb/ft)	Gov't MPG True MPG	CO2g/km/ tax liability	Monthly car tax bill 20%/40%	Cost per mile	Retained value @3yrs/36k miles	
OUR STAR RATINGS															
★★★★★	Outstanding														
★★★★	Good														
★★★★	Average														
★★★	Below par														
★★	Poor														
FOR KEY SEE P99															
3.0 T6 Polestar 5dr	★★★★	★★★★	£49,785	£42,637	-	4.8	155	346	369	27.7	237/37%	£301/£602	116.6	-	38
1.6 D2 Business Edition S/S 5dr	★★★★	★★★★	£22,945	£22,508	-	10.7	118	113	199	68.9	108/19%	£72/£145	-	50%	17
1.6 D2 SE S/S 5dr	★★★★	★★★★	£27,945	£22,337	-	10.7	118	113	199	68.9	108/19%	£88/£176	-	42%	17
1.6 D2 SE Nav S/S 5dr	★★★★	★★★★	£28,945	£23,264	-	10.7	118	113	199	68.9	108/19%	£91/£183	-	41%	18
1.6 D2 SE Lux S/S 5dr	★★★★	★★★★	£30,345	£24,561	-	10.7	118	113	199	68.9	108/19%	£95/£191	-	41%	19
1.6 D2 SE Lux Nav S/S 5dr	★★★★	★★★★	£31,345	£25,488	-	10.7	118	113	199	68.9	108/19%	£99/£198	-	40%	19
1.6 D2 R-Design S/S 5dr	★★★★	★★★★	£29,445	£23,727	-	10.7	118	113	199	68.9	108/19%	£93/£186	-	41%	18
1.6 D2 R-Design Nav S/S 5dr	★★★★	★★★★	£30,445	£24,654	-	10.7	118	113	199	68.9	108/19%	£96/£192	-	41%	18
1.6 D2 R-Design Lux S/S 5dr	★★★★	★★★★	£32,045	£26,136	-	10.7	118	113	199	68.9	108/19%	£101/£202	-	40%	19
1.6 D2 R-Design Lux Nav S/S 5dr	★★★★	★★★★	£33,045	£27,063	-	10.7	118	113	199	68.9	108/19%	£104/£208	-	40%	20
2.0 D3 Business Edition S/S 5dr	★★★★	★★★★	£23,995	£23,537	-	9.8	127	134	258	62.8	119/21%	£83/£167	-	49%	22
2.0 D3 SE S/S 5dr	★★★★	★★★★	£28,995	£23,310	-	9.8	127	134	258	62.8	119/21%	£101/£202	-	40%	23
2.0 D3 SE Lux S/S 5dr	★★★★	★★★★	£29,795	£24,051	-	9.8	127	134	258	62.8	119/21%	£104/£208	-	41%	23
2.0 D3 SE Lux S/S 5dr	★★★★	★★★★	£31,395	£25,534	-	9.8	127	134	258	62.8	119/21%	£109/£219	-	39%	24
2.0 D3 SE Lux Nav S/S 5dr	★★★★	★★★★	£32,195	£26,275	-	9.8	127	134	258	62.8	119/21%	£112/£225	-	40%	25
2.0 D3 R-Design S/S 5dr	★★★★	★★★★	£30,495	£24,700	-	9.8	127	134	258	62.8	119/21%	£106/£213	-	40%	24
2.0 D3 R-Design Nav S/S 5dr	★★★★	★★★★	£31,295	£25,441	-	9.8	127	134	258	62.8	119/21%	£109/£218	-	41%	24
2.0 D3 R-Design Lux S/S 5dr	★★★★	★★★★	£33,095	£27,109	-	9.8	127	134	258	62.8	119/21%	£115/£231	-	40%	25
2.0 D3 R-Design Lux Nav S/S 5dr	★★★★	★★★★	£33,895	£27,850	-	9.8	127	134	258	62.8	119/21%	£118/£236	-	40%	25
2.0 D4 Business Edition S/S 5dr	★★★★	★★★★	£25,245	£24,762	-	7.2	140	178	295	74.3	99/17%	£71/£142	-	47%	26
2.0 D4 SE S/S 5dr	★★★★	★★★★	£29,845	£24,098	-	7.2	140	178	295	74.3477	99/17%	£84/£168	-	40%	27
2.0 D4 SE Lux S/S 5dr	★★★★	★★★★	£31,045	£25,210	-	7.2	140	178	295	74.3477	99/17%	£87/£175	-	41%	28
2.0 D4 SE Lux Nav S/S 5dr	★★★★	★★★★	£32,425	£26,321	-	7.2	140	178	295	74.3477	99/17%	£91/£182	-	39%	29
2.0 D4 SE Lux Nav S/S 5dr	★★★★	★★★★	£33,445	£27,433	-	7.2	140	178	295	74.3477	99/17%	£94/£189	-	39%	29
2.0 D4 R-Design S/S 5dr	★★★★	★★★★	£31,345	£25,488	-	7.2	140	178	295	72.4	103/18%	£93/£187	-	40%	28
2.0 D4 R-Design Nav S/S 5dr	★★★★	★★★★	£32,545	£26,599	-	7.2	140	178	295	72.4477	103/18%	£97/£194	-	39%	28
2.0 D4 R-Design Lux S/S 5dr	★★★★	★★★★	£33,945	£27,897	-	7.2	140	178	295	72.4477	103/18%	£101/£203	-	39%	29
2.0 D4 R-Design Lux Nav S/S 5dr	★★★★	★★★★	£35,145	£29,008	-	7.2	140	178	295	72.4477	103/18%	£105/£210	-	39%	29
2.1 D4 AWD Plug-in Hybrid 5dr	★★★★	★★★★	£50,175	£50,175	-	6.9	143	275	516	155.240.2	48/5%	£41/£83	917	-	-
2.1 D4 AWD Plug-in Hybrid 5dr	★★★★	★★★★	£51,875	£51,875	-	6.9	143	275	516	155.2	48/5%	£43/£86	96.5	-	-
2.1 D4 SE Lux Nav S/S 5dr	★★★★	★★★★	£34,995	£28,870	£451	71	143	212	310	61.4	120/22%	£124/£256	-	38%	30
2.1 D5 R-Design Nav S/S 5dr	★★★★	★★★★	£34,095	£28,836	£426	71	143	212	310	61.4	120/22%	£124/£249	-	38%	29
2.1 D5 R-Design Lux Nav S/S 5dr	★★★★	★★★★	£36,695	£30,445	£469	71	143	212	310	61.4	120/22%	£134/£268	-	38%	31

S60 SALOON														
VERDICT Safety and comfort impress. German rivals are better to drive														
Doors 4 Seats 5 L 4628mm W 2097mm (incl. mirrors) H 1484mm Boot 339litres														
1.6 T3 SE S/S 4dr	★★★★	£21,005	£21,005	-	8.9	127	148	177	48.7	135/22%	E76/E152	-	50%	21
1.6 T3 SE Nav S/S 4dr	★★★★	£26,005	£20,259	-	8.9	127	148	177	48.7	135/22%	E94/E189	-	41%	22
1.6 T3 SE Nav S/S 4dr	★★★★	£26,805	£21,010	-	8.9	127	148	177	48.7	135/22%	E97/E195	-	41%	23
1.6 T3 R-Design S/S 4dr	★★★★	£27,505	£21,667	-	8.9	127	148	177	48.7	135/22%	E100/E200	-	41%	23
1.6 T3 R-Design Nav S/S 4dr	★★★★	£28,305	£22,418	-	8.9	127	148	177	48.7	135/22%	E103/E206	-	41%	23
1.6 T3 Business Edition S/S 4dr	★★★★	£21,745	£21,745	-	12.3	117	113	199	72.4	103/18%	E65/E130	-	50%	17
1.6 T3 SE S/S 4dr	★★★★	£26,745	£20,945	-	12.3	117	113	199	72.4	103/18%	E80/E160	-	42%	18
1.6 T3 SE Nav S/S 4dr	★★★★	£27,745	£21,884	-	12.3	117	113	199	72.4	103/18%	E83/E166	-	42%	18
1.6 T3 R-Design S/S 4dr	★★★★	£29,045	£23,105	-	10.4	121	113	199	72.4	103/18%	E87/E173	-	41%	19
1.6 T3 R-Design Nav S/S 4dr	★★★★	£30,045	£24,043	-	10.4	121	113	199	72.4	103/18%	E90/E179	-	40%	19
1.6 T3 R-Design Lux S/S 4dr	★★★★	£28,245	£22,354	-	10.4	121	113	199	72.4	103/18%	E84/E169	-	42%	18
1.6 T3 R-Design Nav S/S 4dr	★★★★	£29,245	£23,292	-	10.4	121	113	199	72.4	103/18%	E87/E175	-	41%	19
1.6 T3 R-Design Lux S/S 4dr	★★★★	£31,745	£25,639	-	10.4	121	113	199	72.4	103/18%	E92/E184	-	40%	20
1.6 T3 R-Design Lux Nav S/S 4dr	★★★★	£31,745	£25,639	-	10.4	121	113	199	72.4	103/18%	E95/E190	-	39%	20
2.0 T3 Business Edition S/S 4dr	★★★★	£22,395	£22,395	-	9.6	127	134	258	65.7	114/20%	E75/E151	-	50%	22
2.0 T3 SE S/S 4dr	★★★★	£27,795	£21,931	-	9.6	127	134	258	65.7	114/20%	E92/E184	-	39%	23
2.0 T3 SE Nav S/S 4dr	★★★★	£28,595	£22,682	-	9.6	127	134	258	65.7	114/20%	E99/E198	-	41%	23
2.0 T3 SE Lux S/S 4dr	★★★★	£30,095	£24,090	-	9.6	127	134	258	65.7	114/20%	E100/E200	-	38%	24
2.0 T3 SE Lux Nav S/S 4dr	★★★★	£30,895	£24,841	-	9.6	127	134	258	65.7	114/20%	E102/E205	-	40%	24
2.0 T3 R-Design S/S 4dr	★★★★	£29,295	£23,339	-	9.6	127	134	258	65.7	114/20%	E97/E194	-	39%	23
2.0 T3 R-Design Nav S/S 4dr	★★★★	£30,095	£24,090	-	9.6	127	134	258	65.7	114/20%	E100/E200	-	41%	24
2.0 T3 R-Design Lux S/S 4dr	★★★★	£31,795	£25,686	-	9.6	127	134	258	65.7	114/20%	E105/E211	-	39%	25
2.0 T3 R-Design Lux Nav S/S 4dr	★★★★	£32,595	£26,437	-	9.6	127	134	258	65.7	114/20%	E108/E216	-	39%	25
2.0 T4 Business Edition S/S 4dr	★★★★	£24,045	£24,045	-	6.9	143	178	295	74.3	99/17%	E68/E135	-	49%	26
2.0 T4 SE S/S 4dr	★★★★	£28,645	£22,729	-	6.9	143	178	295	74.3/48.3	99/17%	E81/E162	-	41%	27
2.0 T4 SE Nav S/S 4dr	★★★★	£29,845	£23,856	-	6.9	143	178	295	74.3/46.1	99/17%	E84/E168	-	41%	28
2.0 T4 SE Lux S/S 4dr	★★★★	£30,945	£24,888	-	6.9	143	178	295	74.3/46.1	99/17%	E87/E175	-	40%	29
2.0 T4 SE Lux Nav S/S 4dr	★★★★	£32,145	£26,015	-	6.9	143	178	295	74.3/46.1	99/17%	E90/E181	-	40%	29
2.0 T4 R-Design S/S 4dr	★★★★	£30,145	£24,137	-	6.9	143	178	295	74.3/46.1	99/17%	E85/E170	-	41%	28
2.0 T4 R-Design Nav S/S 4dr	★★★★	£31,345	£25,264	-	6.9	143	178	295	74.3/46.1	99/17%	E88/E177	-	40%	28
2.0 T4 R-Design Lux S/S 4dr	★★★★	£32,645	£26,484	-	6.9	143	178	295	74.3/46.1	99/17%	E92/E184	-	39%	29
2.0 T4 R-Design Lux Nav S/S 4dr	★★★★	£33,845	£27,611	-	6.9	143	178	295	74.3/46.1	99/17%	E95/E191	-	39%	29
2.0 T5 SE Lux Nav S/S 4dr	★★★★	£33,695	£27,470	-	6.9	143	212	310	62.8	119/21%	E117/E235	-	37%	30
2.0 T5 R-Design Nav S/S 4dr	★★★★	£32,895	£26,719	-	6.9	143	212	310	62.8	119/21%	E114/E229	-	-	30
2.0 T5 R-Design Lux Nav S/S 4dr	★★★★	£35,395	£29,066	-	6.9	143	212	310	62.8	119/21%	E123/E247	-	36%	31

V60 ESTATE														
VERDICT Decent to drive, if not as polished or practical as the best alternatives														
Doors 5 Seats 5 L 4628mm W 2097mm (incl. mirrors) H 1484mm Boot 430litres														
1.6 T3 Business Edition S/S 5dr	★★★★	£22,205	£21,785	-	9.1	124	148	177	47.1	139/22%	E80/E161	-	49%	21
1.6 T3 SE S/S 5dr	★★★★	£27,205	£21,661	-	9.1	124	148	177	47.1	139/22%	E92/E198	-	41%	22
1.6 T3 SE Nav S/S 5dr	★★★★	£28,005	£22,402	-	9.1	124	148	177	47.1	139/22%	E101/E204	-	41%	22
1.6 T3 R-Design S/S 5dr	★★★★	£28,705	£23,051	-	9.1	124	148	177	47.1	139/22%	E104/E209	-	41%	23
1.6 T3 R-Design Nav S/S 5dr	★★★★	£29,505	£23,792	-	9.1	124	148	177	47.1	139/22%	E107/E215	-	41%	23

V60 ISTÄVE

VERDICT Decent to drive, if not as polished or practical as the best alternatives

Doors 5 Seats 5 L 4628mm W 2097mm (incl. mirrors) H 1484mm Boot 430/124litres														
1.6 T3 Business Edition S/S 4dr	★★★★	£22,205	£21,785	-	9.1	124	148	177	47.1	139/22%	E80/E161	-	49%	21
1.6 T3 SE S/S 4dr	★★★★	£27,205	£21,661	-	9.1	124	148	177	47.1	139/22%	E99/E198	-	41%	22
1.6 T3 SE Nav S/S 4dr	★★★★	£28,005	£22,402	-	9.1	124	148	177	47.1	139/22%	E102/E204	-	41%	22
1.6 T3 R-Design S/S 4dr	★★★★	£28,705	£23,051	-	9.1	124	148	177	47.1	139/22%	E104/E209	-	41%	23
1.6 T3 R-Design Nav S/S 4dr	★★★★	£29,505	£23,792	-	9.1	124	148	177	47.1	139/22%	E107/E215	-	41%	23

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Contract hire and leasing

We tell you about fitting accessories, maintenance deals and PCP vs contract hire

WHAT'S THE DIFFERENCE BETWEEN RUNNING A CAR ON CONTRACT HIRE AND LEASING?

Contract hire is actually a form of leasing – effectively it is an operating lease. 'Leasing' is a general, catch-all term that includes finance lease and lease purchase, as well as contract hire.

I'M SELF-EMPLOYED AND WANT A CAR FOR MOSTLY BUSINESS USE.

Should I go for contract hire or investigate a PCP?

Personal contract hire isn't proving as popular as personal contract purchase (PCP) among private individuals and the self-employed. Monthly payments are often broadly similar, but at the end of the deal a PCP gives you the flexibility to own the car for an extra lump sum or, potentially, a bit of cash to put towards a deposit on another PCP deal. If you find you want or need to terminate the deal early, PCP usually offers an advantage, too. With contract hire, early termination

typically carries a penalty of 50% of the outstanding rental. The penalties on a PCP are usually comparatively small.

If you are VAT-registered, though, you can reclaim 50% of the VAT on the finance costs of contract hire and 100% of the VAT on a maintenance agreement. With a PCP, you can't reclaim VAT. In some cases, this can make contract hire the better bet, but for most buyers, PCP offers the more attractive route.

DOES IT MAKE SENSE TO TAKE OUT A 'WITH MAINTENANCE' AGREEMENT WHEN BUYING?

Companies tend to go for a maintenance agreement because it makes budgeting easier, is less hassle and can reduce administration. For private individuals, the fixed monthly cost can also be reassuring, but you should also work out whether it is cheaper to pay for your own maintenance. Use the *What Car?* data pages to help estimate costs.

Generally, the higher your mileage, the more viable a

maintenance agreement becomes for a single individual. Annual mileage of 20,000 miles or more can swing it in favour of a maintenance package. As well as the potential of extra servicing and wear and tear with higher mileage, many warranties run out at 60,000 miles. If you're leasing an older car, consider maintenance. The warranty will probably run out before the end of the contract and while the best leasing firms source nearly new cars from main dealers, others may supply from less reputable origins.

So do your sums, then balance any cost difference against the pros and cons.

WHAT HAPPENS IF I FIT ACCESSORIES TO A CAR ON CONTRACT HIRE?

You need to get the permission of the leasing company before you add accessories, such as mobile phone kits or tow bars. Before you return the car at the end of the contract, it is up to you to remove these accessories and make good any damage.

Hot Topic

What's the final damage?

Is it true that leasing firms sting you for any damage to your car at the end of a contract hire deal?
Billy Prince, Bristol

The bill for any damage at the end of a contract is known as a dilapidation charge. The distinction between 'damage' and 'fair wear and tear' can differ from one company to another, as can charges for putting it right, so compare charges before you sign up. The best firms follow British Vehicle Rental and Leasing Association guidelines. Some won't charge if the cost of damage is below a set figure.



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Fiat 500 Hatchback

1.2 S 3dr



£94.00
PM+VAT

6+47, 10,000mpa, Contract Hire, Non Maintained

Official Fuel Consumption MPG (Litres per 100km)
CO2 (g/km): 113, Urban 49.6 (5.7), Extra Urban 65.7 (4.3), Combined 58.9 (4.8)

BMW 3 Series Gran Turismo Diesel Hatchback

320d M Sport 5dr Step Auto [Business Media]



£258.11
PM+VAT

24 months 6+23, 10,000mpa, Contract Hire, Non Maintained

Official Fuel Consumption MPG (Litres per 100km)
EC Combined (mpg): 57.6 (4.9), EC Extra Urban (mpg): 64.2 (4.4), EC Urban (mpg): 47.9 (5.9), CO2 (g/km): 130

Seat Leon Diesel Hatchback

2.0 TDI 184 FR 5dr



£158.00
PM+VAT

6+23, 10,000mpa, Contract Hire, Non Maintained

Official Fuel Consumption MPG (Litres per 100km)
CO2 (g/km): 109, Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 67.3 (4.2)

Seat Ibiza Diesel Hatchback

1.2 TSI FR 5dr



£109.99
PM+VAT

6+47, 10,000mpa, Contract Hire, Non Maintained

EC Combined (mpg): 55.4 (5.1), EC Extra Urban (mpg): 64.2 (4.4), EC Urban (mpg): 43.5 (6.5), CO2 (g/km): 119

BMW 3 Series Diesel Saloon

320d M Sport 4dr Step Auto [Business Media]



£279.11
PM+VAT

24 months 6+23, 10,000mpa, Contract Hire, Non Maintained

EC Combined (mpg): 61.4 (4.6), EC Extra Urban (mpg): 68.9 (4.1), EC Urban (mpg): 52.3 (5.4), CO2 (g/km): 121

BMW 3 Series Diesel Touring

320d M Sport 5dr Step Auto [Business Media]



£290.35
PM+VAT

24 months 6+23, 10,000mpa, Contract Hire, Non Maintained

EC Combined (mpg): 58.9 (4.8), EC Extra Urban (mpg): 65.7 (4.3), EC Urban (mpg): 49.6 (5.7), CO2 (g/km): 127

Skoda Yeti Outdoor Diesel Estate

2.0 TDI CR S 5dr



£199.19
PM+VAT

6+47, 10,000mpa, Contract Hire, Non Maintained

EC Combined (mpg): 55.4 (5.1), EC Extra Urban (mpg): 65.7 (4.3), EC Urban (mpg): 44.1 (6.4), CO2 (g/km): 134

Mitsubishi L220 Double Cab

DI-D Challenger 4WD Manual



£169
PM+VAT

6+47, 10,000mpa, Contract Hire, Non Maintained

EC Combined (mpg): 35.8 (7.9), EC Extra Urban (mpg): 39.2 (7.2), EC Urban (mpg): 30.7 (9.2), CO2 (g/km): 208

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PEUGOET 108 5DR 1.0 ACTIVE £99.00

MPG (KM/L): Urban 56.5 (5), Extra Urban 78.5 (3.6), Combined 68.9 (4.1), CO2 95 g/km

SEAT IBIZA 5DR 1.2 TDI S ECOMOTIVE £118.00

MPG (KM/L): Urban 58.9 (4.8), Extra Urban 83.1 (3.4), Combined 72.4 (3.9), CO2 102 g/km

FORD FIESTA 1.25 82 ZETEC 5DR £129.00

MPG (KM/L): Urban 41.5 (6.9), Extra Urban 67.3 (4.2), Combined 54.3 (5.2), CO2 120 g/km

FORD FOCUS 1.6 TDCi 115 ZETEC 5DR £179.00

MPG (KM/L): Urban 55.4 (5.1), Extra Urban 76.4 (3.7), Combined 67.3 (4.2), CO2 109 g/km

NISSAN JUKE 5DR 1.5 DCI ACENTA £199.00

MPG (KM/L): Urban 47.9 (5.9), Extra Urban 65.7 (4.3), Combined 57.6 (4.9), CO2 124 g/km

AUDI A3 1.6 TDI SPORT 3DR £248.00

MPG (KM/L): Urban 61.4 (4.6), Extra Urban 85.6 (3.3), Combined 74.3 (3.8), CO2 99 g/km

CITROEN BERLINGO 1.6 HDi 625KG £149.00

ENTERPRISE 75PS
 MPG (KM/L): Urban 47.9 (5.9), Extra Urban 60.1 (4.7), Combined 55.4 (5.1), CO2 133 g/km

BMW 320D M SPORT 4DR [BUSINESS MEDIA] £249.00

MPG (KM/L): Urban 48.7 (5.8), Extra Urban 74.3 (3.8), Combined 61.4 (4.6), CO2 120 g/km

AUDI Q3 2.0 TDI SE £297.00

MPG (KM/L): Urban 45.6 (6.2), Extra Urban 60.1 (4.7), Combined 54.3 (5.2), CO2 137 g/km

MERCEDES C220 DIESEL BLUETEC SPORT 4DR £319.00

MPG (KM/L): Urban 57.7 (4.9), Extra Urban 80.7 (3.5), Combined 68.9 (4.1), CO2 104 g/km

NEW RANGE ROVER EVOQUE 5DR DIESEL 2.2 SD4 SE £348.00

MPG (KM/L): Urban 40.9 (6.9), Extra Urban 56.5 (5), Combined 49.6 (5.7), CO2 149 g/km

AUDI Q5 2.0 TDI QUATTRO SE £349.00

MPG (KM/L): Urban 47.9 (5.9), Extra Urban 65.7 (4.3), Combined 57.6 (4.9), CO2 124 g/km

RANGE ROVER 3.0 SDV6 HSE £679.00

5DR AUTO
 MPG (KM/L): Urban 32.5 (8.7), Extra Urban 41.5 (6.8), Combined 37.7 (7.5), CO2 199 g/km

FORD TRANSIT 300 SWB FWD LOW ROOF £199.00

TDCi 115PS
 MPG: Urban 28.5, Extra Urban 40.4, Combined 34.4, CO2 213 g/km

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Fuel Consumption = Urban 50.4 (5.6),
Combined 62.8 (4.5), Extra Urban 72.4 (3.9),
CO2 Emissions 104g/km

SEAT Leon 2.0TDi 184ps FR 5dr manual
Metallic Paint, 9+23, 8K p.a.



£146.99
+ VAT

Fuel Consumption = Urban 54.3 (5.2),
Combined 67.3 (4.2), Extra Urban 74.3 (3.8),
CO2 Emissions 109 g/km

Audi Q3 2.0TDi 2WD SE 5dr manual
Solid Paint, 9+35, 8K p.a.



£206.99
+ VAT

Fuel Consumption = Urban 53.3 (5.3),
Combined 61.4 (4.6), Extra Urban 68.9 (4.1),
CO2 Emissions 119 g/km

Volvo S60 Saloon D3 (150) Business Edition manual
Metallic Paint, 9+23, 8K p.a.



£219.87
+ VAT

Fuel Consumption = Urban 64.2 (4.4),
Combined 72.4 (3.9), Extra Urban 78.5 (3.6),
CO2 Emissions 102 g/km

Mazda CX-5 2.2D SE-L manual
Metallic Paint, 9+23, 8K p.a.



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+ VAT

Fuel Consumption = Urban 52.3 (5.4),
Combined 61.4 (4.6), Extra Urban 68.9 (4.1),
CO2 Emissions 119 g/km

Land Rover, Range Rover Evoque 2.0eD4 2WD SE 5dr manual
Metallic Paint, 9+47, 8K p.a.



£239.79
+ VAT

Fuel Consumption = Urban 56.6 (5.0),
Combined 65.7 (4.3), Extra Urban 72.4 (3.9),
CO2 Emissions 113 g/km

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9+35	10,000	Business Contract Hire	No

Official Fuel Consumption MPG (Liters per 100km)

SEAT Leon
Diesel Hatch 2.0 TDI FR 184ps 5dr Tech Pk

£181
+VAT
PER MONTH
CO2 of 109 g/km

Term	Miles/yr	Contract Type	Maintenance
6+23	10,000	Business Contract Hire	No

Official Fuel Consumption MPG (Liters per 100km)
Urban 54.6 (5.2) ExtraUrban 74.3 (3.8) Combined 67.3 (4.2)

Vauxhall Insignia Tech Line
Diesel Hatch 5dr 2.0 CDTi 140 ecoFLEX S/S

£177
+VAT
PER MONTH
CO2 of 104 g/km

Term	Miles/yr	Contract Type	Maintenance
9+35	10,000	Business Contract Hire	No

Official Fuel Consumption MPG (Liters per 100km)
Urban 62.8 (4.5) ExtraUrban 88.3 (3.2) Combined 76.3 (3.7)

Mitsubishi L200 Challenger
Diesel Pickup LWB D/Cab 4wd Special Edition

£146
+VAT
PER MONTH
CO2 of 208 g/km

Term	Miles/yr	Contract Type	Maintenance
6+23	8,000	Commercial Contract Hire	No

Official Fuel Consumption MPG (Liters per 100km)

Volvo S60 D3 Geartronic
Diesel Saloon 4dr, Business Edition [150]

£264
+VAT
PER MONTH
CO2 of 126 g/km

Term	Miles/yr	Contract Type	Maintenance
6+36	10,000	Business Contract Hire	No

Official Fuel Consumption MPG (Liters per 100km)
Urban 47.1 (6.0) ExtraUrban 68.9 (4.1) Combined 58.9 (4.8)

Vauxhall Insignia
Diesel Sports Tourer 2.0 CDTi 140 ecoFLEX Tech Line S/S

£188
+VAT
PER MONTH
CO2 of 104 g/km

Term	Miles/yr	Contract Type	Maintenance
9+35	10,000	Business Contract Hire	No

Official Fuel Consumption MPG (Liters per 100km)
Urban 60.1 (4.7) ExtraUrban 80.7 (3.5) Combined 72.4 (3.9)

Figures correct at time of going to press & exclude VAT. Excess mileage. Termination & Vehicle condition charges may apply at the end of your agreement. Consumption and emissions figures as published by UK VCA. Subject to status and in the UK only. Reclaimable VAT depends on your business VAT status. Finance available from leading UK Financial Institutions from which Carmyke Leasing may receive commission. Carmyke Leasing is authorised and regulated by the Financial Conduct Authority. *Term based on 'Initial monthly Rental' + 'remainder of monthly payments'. Terms and Conditions apply. Pictures for illustration only. E&OE. *Calls may cost (1-12ppm UK Landline, mobiles may cost considerably more) plus your Telecoms provider's Access Charge.

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VAUXHALL INSIGNIA 2.0 CDTi
140 ECO FLEX DESIGN 5DR HATCHBACK
Deposit £1327 + 35 payments of £221 based on 10k miles p/a CO2 98 MPG
Urban 62.8 (4.5 per 100km)
Extra Urban 88.3 (3.2)
Combined 76.3 (3.7)

C220 BLUETECH SE AUTOMATIC SALOON
Deposit £1674 + 23 payments of £279 based on 10k miles p/a CO2 109
Urban 53.3 MPG (5.3 litres per 100km)
Extra Urban 78.5 (3.6)
Combined 65.7 (4.3)

FORD KUGA 2.0 TDCi
150 TITANIUM MANUAL
Deposit £1331 + 23 payments of £221 based on 10k miles p/a CO2 122 MPG
Urban 52.3 (5.4) Extra Urban 65.7 (4.3)
Combined 60.1 (4.7)

FIAT 500 1.2 POP 3DR
Deposit £605 + 35 payments of £100 based on 10k miles p/a CO2 113
Urban MPG 49.6 (5.7)
Extra Urban 65.7 (4.3)
Combined 58.9 (4.8)

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7. Cars in stock now!

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Brokers

What about delivery dates, sourcing reliable used cars, finder's fees and giving a broker money up front?

A BROKER CLAIMS HE CAN SUPPLY ME WITH A NEW BMW X5 SOONER THAN MY LOCAL DEALER CAN.

Is this possible?

It could be that the broker pre-ordered a new X5 on the basis that he'd be able to find a buyer for it, or he may have a cancelled order. In either case, it is possible that you could beat the dealer waiting list, but quiz him about the basis for his claim. If it's one of the two cases above, ask to see the proof, make sure the car has the same engine and trim that you want, and remember that you won't be able to choose the spec if the car has been ordered. Get the delivery date in writing, too.

I'VE SEEN A BROKER WHO IS CHARGING A FINDER'S FEE OF £1000.

Is this right?

Shop elsewhere. There is nothing to stop brokers charging finder's fees, even as high as this. However, unless the car is very exclusive or you're jumping a long queue for an in-demand model, £1000 is steep. As a general rule, most reputable brokers earn their commission from the dealer, not the customer so be wary if you're asked to pay the broker any money.

IS IT SAFE TO PAY MONEY TO A BROKER BEFORE I'VE TAKEN DELIVERY OF A CAR?

It puts you in a very vulnerable position, even if the broker is trustworthy. If the broker goes bust before your car has arrived, you may not see the car or the money. The safest options are to use a broker who insists you pay the dealer directly for the car, or pay the money into an 'escrow' holding account until the car is ready for delivery. If you have handed cash to a broker, get written proof that the supplying dealer has received your money.

CAN BROKERS SUPPLY USED AS WELL AS NEW CARS?

Yes. The majority of new-car brokers also supply nearly new motors and the savings compared with the DIY route are broadly similar. Likewise, the usual caveats about using a broker also apply.

Also, if the car is only a few months old, it's worth ensuring that it isn't a 'dealer return' - a new car returned by a customer because it was sub-standard.

IF I BUY FROM A BROKER, WHAT FINANCE AND WARRANTY CAN I EXPECT?

Most brokers don't offer finance directly, but they can notify the dealer that you're interested in paying for your car this way, and from then on, your dealer will discuss your options with you and conduct the transaction as normal. Every new car, whether you find it in a showroom or via a broker, comes with a full manufacturer's warranty.

WHERE DO BROKERS SOURCE THEIR CARS?

Although some brokers specialise in imports, the majority deal in UK models, supplied by UK dealers. They've already negotiated discounts, so save you hassle and time but it's possible to beat a broker's price if you're determined. Most brokers refer you to the dealer, and from then on you deal direct. As the car is supplied by a dealer you have a right to expect the same service as if you'd walked in off the street.

Hot Topic

Pre-reg cars: what's the risk?

If I buy through a broker, will I be the car's first registered keeper?

Sharon Jones, Carlisle

Ask to see the broker's terms and conditions before you buy. Some 'rogue' companies pre-register cars to claim manufacturer fleet discounts. However, while you might save a bit of money, this can be risky - you could invalidate your insurance. Reputable brokers only sell cars ordered through dealers where you are the first registered keeper. Get this assurance in writing, and don't 'accept' the car until you are in receipt of the V5C.

AUTOeBID

see how low car dealers will go

The unique way to get the best price for your new car.

What if there was a way to get all car dealers together and have them compete against each other to give you the lowest possible price on a new car? Well you can with Auto eBid.

How our unique system works

CHOOSE YOUR CAR. Make, model, extras, etc... we'll show you the RRP and our maximum price. Note it's already much lower than the RRP.

Next, we send your car specification to our registered dealer network. They then provide the lowest price they can for that vehicle, underbidding each other in order to secure the sale. Simple.

Ian Pye purchased an ASTON MARTIN DB9



Watch Ian Pye's VIDEO online

RRP	£133,848
AUTOeBID HOLDING PRICE	£128,794
DEALERS' COMPLETE AND BID PRICE	£121,325
Achieved	£121,325
Saving	£12,523



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DEALERS bid for your business. Sit back while they underbid each other to get you the lowest price on your new car.

“...saves buyers an average of 24% - about £3,000 - from the list price.”

THE SUNDAY TIMES

“Here buyers state what they want to buy and it is the dealers who compete against each other to win the business, in the process driving down the price.”

Telegraph

“Given how over-priced the UK car market still is, relative to those in Europe, you'd be mad not to give this a go if you are serious about buying a new car at the moment.”

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2.0 TD4 SE 5dr

Save £1,801

Price £30,999

Fuel consumption in mpg (l/100km)
Urban 51.4 (tbc) Extra Urban 65.7 (tbc)
Combined 58.9 (tbc) Co2 125g/km



THIS MONTH'S STAR CAR

Volkswagen Golf R

2.0 TSI 300 3dr

Save £3,302

Price £27,518

Fuel consumption in mpg (l/100km)
Urban 30.1 (9.4) Extra Urban 47.9 (5.9)
Combined 39.8 (7.1) Co2 165g/km



SAVE 11%

Mercedes-Benz GLE SUV

250d 4Matic Sport 5dr Auto

Save £3,390

Price £45,890

Fuel consumption in mpg (l/100km)
Urban 42.8 (tbc) Extra Urban 51.4 (tbc)
Combined 47.9 (tbc) Co2 155g/km



SAVE 7%

Land Rover Discovery

3.0 SDV6 HSE 5dr Auto

Save £4,035

Price £50,465

Fuel consumption in mpg (l/100km)
Urban 33.2 (tbc) Extra Urban 39.8 (tbc)
Combined 36.7 (tbc) Co2 203g/km



SAVE 7.5%

Volkswagen Golf Match

1.6 TDI 110 5dr

Save £2,560

Price £19,400

Fuel consumption in mpg (l/100km)
Urban (tbc) Extra Urban (tbc)
Combined (tbc) Co2 99g/km



SAVE 12%

Audi A3 Sportback

1.4 TFSI 125 SE 5dr

Save £2,184

Price £18,351

Fuel consumption in mpg (l/100km)
Urban 40.9 (6.9) Extra Urban 65.7 (4.3)
Combined 53.3 (5.3) Co2 122g/km



SAVE 11%

Audi Q3

2.0 TDI 150 SE 5dr

Save £2,361

Price £24,559

Fuel consumption in mpg (l/100km)
Urban: 53.3 (5.3) Extra Urban 68.9 (4.1)
Combined 61.4 (4.6) Co2 119g/km



SAVE 9%

Audi A6 Saloon

2.0 TDI Ultra SE 4dr

Save £6,492

Price £25,803

Fuel consumption in mpg (l/100km)
Urban 55.4 (5.1) Extra Urban 74.3 (3.8)
Combined 65.7 (4.3) Co2 113g/km



SAVE 20.5%

Mercedes-Benz S-Class Saloon

S350d AMG Line 4dr Auto

Save £10,000

Price £58,990

Fuel consumption in mpg (l/100km)
Urban 38.7 (tbc) Extra Urban 55.7 (tbc)
Combined 47.9 (tbc) Co2 154g/km



SAVE 14.75%

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17% DISCOUNT
Cash price
£12,293

FORD FIESTA 1.0T ECOBOOST 100 ZETEC 5DR
MPG (L/100KM) URBAN 53.3(5.3) EXTRA URBAN 76.4(3.7)
COMBINED 65.7(4.3) CO2:99 G/KM

SAVE £1,564



8% DISCOUNT
Cash price
£18,031

MAZDA CX-3 1.5D SE
MPG (L/100KM) URBAN 64.2(4.4) EXTRA URBAN 74.3(3.8)
COMBINED 70.6(4.0) CO2:105 G/KM

SAVE £7,488



20% DISCOUNT
Cash price
£29,172

MERCEDES E220 BLUETEC SE ESTATE AUTOMATIC
MPG (L/100KM) URBAN 49.6(5.7) EXTRA URBAN 67.3(4.2)
COMBINED 60.1(4.7) CO2:124 G/KM

SAVE £3,960



12% DISCOUNT
Cash price
£29,710

MERCEDES C220D SPORT SALOON AUTOMATIC
MPG (L/100KM) URBAN 53.3(5.3) EXTRA URBAN 78.5(3.6)
COMBINED 65.7(4.3) CO2:109 G/KM

SAVE £1,508



5% DISCOUNT
Cash price
£28,692

RANGE ROVER EVOQUE ED4 SE 2WD
MPG (L/100KM) URBAN 49.8(5.7) EXTRA URBAN 75.5(3.7)
COMBINED 65.7(4.3) CO2:113 G/KM

SAVE £2,742



11% DISCOUNT
Cash price
£22,238

NISSAN QASHQAI 1.6 DCI NTEC
MPG (L/100KM) URBAN 54.3(5.2) EXTRA URBAN 72.4(3.9)
COMBINED 64.2(4.4) CO2:115 G/KM

SAVE £2,990



12.5% DISCOUNT
Cash price
£21,630

SKODA YETI OUTDOOR 2.0 TDI 150 SEL 4WD
MPG (L/100KM) URBAN 44.1(6.0) EXTRA URBAN 61.4(4.6)
COMBINED 55.4(5.1) CO2:134 G/KM

SAVE £2,440



12% DISCOUNT
Cash price
£18,515

VW GOLF MATCH 1.4 125PS 5DR
MPG (L/100KM) URBAN 41.5(6.8) EXTRA URBAN 64.2(4.4)
COMBINED 53.3(5.3) CO2:123 G/KM

SAVE £6,382



18% DISCOUNT
Cash price
£26,078

VOLVO XC-60 D4 (190) SE NAV
MPG (L/100KM) URBAN 57.6(4.9) EXTRA URBAN 65.7(4.3)
COMBINED 62.8(4.5) CO2:117 G/KM

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SAVE £1,334



8% DISCOUNT
Cash price
£15,976

NEW FACELIFT AUDI A1 SPORTBACK 1.4 TFSI 125PS SPORT 5DR
MPG (L/100KM) URBAN 44.1(6.4) EXTRA URBAN 68.9(4.1)
COMBINED 57.6(4.9) CO2:115 G/KM

SAVE £2,519



11% DISCOUNT
Cash price
£21,026

AUDI A3 SPORTBACK 2.0 TDI SE TECHNIK
MPG (L/100KM) URBAN 56.5(5.0) EXTRA URBAN 78.5(3.6)
COMBINED 68.9(4.1) CO2:106 G/KM

SAVE £2,624



10% DISCOUNT
Cash price
£24,256

NEW FACELIFT AUDI Q3 2.0 TDI SE
MPG (L/100KM) URBAN 53.3(5.3) EXTRA URBAN 68.9(4.1)
COMBINED 61.4(4.6) CO2:119 G/KM

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£10,919

**Save £3,875
26.5%**

Fuel Consumption in MPG (L/100km) Urban 53.3 (5.3)
Extra-urban 76.4 (3.7) Combined 65.7 (4.3) CO2 99 g/km

VW Golf 1.4 TSi 125 Match 5dr*



£17,249

**Save £3,706
18.25%**

Fuel Consumption in MPG (L/100km) Urban 42.2 (6.7)
Extra-urban 65.7 (4.3) Combined 54.3 (5.2) CO2 120 g/km

VW Polo 1.2 TSi SE 5dr*



£11,810

**Save £2,600
19%**

Fuel Consumption in MPG (L/100km) Urban 47.1 (6)
Extra-urban 70.6 (4) Combined 60.1 (4.7) CO2 107 g/km

Mercedes C200 AMG Line Premium Saloon Auto*



£28,537

**SAVE £5,784
17.25%**

Fuel Consumption in MPG (L/100km) Urban 39.2 (7.2)
Extra-urban 60.1 (4.7) Combined 50.4 (5.6) CO2 131 g/km

Audi A3 1.4 TFSI 125 SE 5dr £18,125 Save 12%
Fuel Consumption in MPG (L/100km) Urban 42.2 (6.7) Extra-urban 68.9 (4.1) Combined 55.4 (5.1) CO2 122 g/km
Audi Q3 2.0 TDI SE 5dr (new model) £23,995 Save 11%
Fuel Consumption in MPG (L/100km) Urban 53.3 (5.3) Extra-urban 68.9 (4.1) Combined 61.4 (4.6) CO2 119 g/km
Audi Q5 2.0 TDI [190] Quattro S Line 5dr S Tronic £32,596 Save 11.25%
Fuel Consumption in MPG (L/100km) Urban 42.8 (6.6) Extra-urban 52.3 (5.4) Combined 48.7 (5.8) CO2 154 g/km
Audi A6 2.0 TDI Ultra SE Saloon S Tronic* (new model) £26,135 Save 23.25%
Fuel Consumption in MPG (L/100km) Urban 60.1 (4.7) Extra-urban 72.4 (3.9) Combined 67.3 (4.2) CO2 109 g/km
Audi TT Coupe 2.0T FSI S Line 2dr S Tronic (new model) £30,380 Save 10.5%
Fuel Consumption in MPG (L/100km) Urban 34.4 (8.2) Extra-urban 54.3 (5.2) Combined 44.8 (6.3) CO2 146 g/km
Audi A7 3.0 TDI Quattro 272 S Line 5dr S Tronic* (new model) £39,284 Save 26.25%
Fuel Consumption in MPG (L/100km) Urban 47.1 (6) Extra-urban 60.1 (4.7) Combined 54.3 (5.2) CO2 136 g/km
Citroen Berlingo Multispace 1.6 BlueHDi 100 XTR 5dr with 0% APR finance £14,998 Save 16.25%
Fuel Consumption in MPG (L/100km) Urban 55.4 (5.1) Extra-urban 72.4 (3.9) Combined 65.7 (4.3) CO2 113 g/km
Citroen C3 Picasso 1.2 PureTech VTR+ 5dr £9,979 Save 37.5%
Fuel Consumption data not available at time of going to press. See www.dft.gov.uk/vca/
Ford Fiesta 1.0 [100 PS] EcoBoost Titanium 5dr* £11,760 Save 25.75%
Fuel Consumption in MPG (L/100km) Urban 53.3 (5.3) Extra-urban 76.4 (3.7) Combined 65.7 (4.3) CO2 99 g/km
Ford Fiesta 1.6 EcoBoost ST 3dr* £14,207 Save 19%
Fuel Consumption in MPG (L/100km) Urban 35.8 (7.9) Extra-urban 58.9 (4.8) Combined 47.9 (5.9) CO2 138 g/km
Ford Focus 1.0 EcoBoost 125 Titanium 5dr (new model)* £15,091 Save 27%
Fuel Consumption in MPG (L/100km) Urban 49.6 (5.7) Extra-urban 68.9 (4.1) Combined 60.1 (4.7) CO2 108 g/km
Ford Focus 2.0T ST-1 5dr (new model)* £17,851 Save 20.5%
Fuel Consumption in MPG (L/100km) Urban 32.1 (8.8) Extra-urban 49.6 (5.7) Combined 41.5 (6.8) CO2 159 g/km
Honda Civic 1.6 i-DTEC SE Plus 5dr (new model)* £17,230 Save 17%
Fuel Consumption in MPG (L/100km) Urban 70.6 (4) Extra-urban 85.6 (3.3) Combined 78.5 (3.6) CO2 94 g/km
Honda CR-V 1.6 i-DTEC SE 5dr 2WD (new model)* £21,252 Save 17.5%
Fuel Consumption in MPG (L/100km) Urban 58.9 (4.8) Extra-urban 65.7 (4.3) Combined 62.8 (4.5) CO2 119 g/km
Mazda 2 1.5 SE-L 5dr* £11,592 Save 17.25%
Fuel Consumption in MPG (L/100km) Urban 47.9 (5.9) Extra-urban 76.3 (3.7) Combined 62.8 (4.5) CO2 105 g/km

Mazda CX-3 1.5d Sport Nav 5dr (new model)* £19,237 Save 12.25%
Fuel Consumption in MPG (L/100km) Urban 64.2 (4.4) Extra-urban 74.3 (3.8) Combined 70.6 (4) CO2 105 g/km
Mercedes C220d AMG Line Saloon Auto* £29,186 Save 17.5%
Fuel Consumption in MPG (L/100km) Urban 50.4 (5.6) Extra-urban 70.6 (4) Combined 62.8 (4.5) CO2 117 g/km
Mercedes E220 BlueTEC AMG Night Edition Saloon 7G-Tronic £29,750 Save 21.25%
Fuel Consumption in MPG (L/100km) Urban 48.7 (5.8) Extra-urban 68.9 (4.1) Combined 61.4 (4.6) CO2 121 g/km
Mitsubishi Outlander 2.0 PHEV GX4h 5dr Auto with 0% APR finance* £28,395 Save 25.25%
Fuel Consumption in MPG (L/100km) Urban 0 (0) Extra-urban 0 (0) Combined 148 (1.9) CO2 44 g/km
Nissan Qashqai 1.2 DiG-T N-Tec+ 5dr* £18,707 Save 17.5%
Fuel Consumption in MPG (L/100km) Urban 40.9 (6.9) Extra-urban 57.6 (4.9) Combined 50.4 (5.6) CO2 129 g/km
Renault Grand Scenic 1.5 dCi Dynamique Nav 5dr Auto with 0% APR finance £15,139 Save 37%
Fuel Consumption in MPG (L/100km) Urban 52.3 (5.4) Extra-urban 65.7 (4.3) Combined 60.1 (4.7) CO2 124 g/km
Seat Leon Hatch 1.4 TSI ACT 150 FR 5dr [Technology Pack]* with 0% APR finance ... £16,895 Save 22%
Fuel Consumption in MPG (L/100km) Urban 48.7 (5.8) Extra-urban 67.3 (4.2) Combined 60.1 (4.7) CO2 109 g/km
Toyota Yaris 1.5 VVT-i Hybrid Icon 5dr CVT Auto* with 0% APR finance £13,270 Save 19%
Fuel Consumption in MPG (L/100km) Urban 85.6 (3.3) Extra-urban 91.1 (3.1) Combined 85.6 (3.3) CO2 75 g/km
VW Golf 2.0 TSi R 3dr £26,957 Save 12.5%
Fuel Consumption in MPG (L/100km) Urban 30 (9.4) Extra-urban 47.9 (5.9) Combined 39.8 (7.1) CO2 165 g/km
VW Tiguan 2.0 TDI BlueMotion Tech Match 150 5dr* £22,090 Save 19.5%
Fuel Consumption in MPG (L/100km) Urban 45.6 (6.2) Extra-urban 58.9 (4.8) Combined 53.3 (5.3) CO2 140 g/km
VW Touareg 3.0 V6 TDI BlueMotion Tech 262 R Line 5dr Tip Auto (new model)* £37,995 Save 22%
Fuel Consumption in MPG (L/100km) Urban 36.7 (7.7) Extra-urban 47.1 (6) Combined 42.8 (6.6) CO2 174 g/km

*These quotes are dependent upon you taking out finance with the manufacturer's finance company. Full details available on our website. Subject to status.

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Fuel Economy MPG (L/100km)
Urban 32.1 (8.8) - 176.6 (1.6)
Extra Urban 47.9 (5.9) - 176.6 (1.6)
Combined 40.9 (6.9) - 176.6 (1.6)

Volkswagen Golf
Our Biggest Discount £3,740



CO2 (g/km) 159-0
Fuel Economy MPG (L/100km)
Urban 32.1 (8.8) - 0.0 (0.0)
Extra Urban 47.9 (5.9) - 0.0 (0.0)
Combined 40.9 (6.9) - 0.0 (0.0)

Audi Q3
Our Biggest Discount £3,495



CO2 (g/km) 161-119
Fuel Economy MPG (L/100km)
Urban 33.6 (8.4) - 53.3 (5.3)
Extra Urban 44.8 (6.3) - 68.9 (4.1)
Combined 40.4 (7.0) - 61.4 (4.6)

New Mercedes C Class
Our Biggest Discount £4,879



CO2 (g/km) 192-48
Fuel Economy MPG (L/100km)
Urban 26.2 (10.8) - 134.5 (2.1)
Extra Urban 42.2 (6.7) - 134.5 (2.1)
Combined 34.5 (8.2) - 134.5 (2.1)

Mercedes A Class
Our Biggest Discount £3,667



CO2 (g/km) 161-98
Fuel Economy MPG (L/100km)
Urban 32.1 (8.8) - 65.7 (4.3)
Extra Urban 48.7 (5.8) - 83.1 (3.4)
Combined 40.9 (6.9) - 76.4 (3.7)

Volkswagen Polo
Our Biggest Discount £2,211



CO2 (g/km) 139-82
Fuel Economy MPG (L/100km)
Urban 37.2 (7.6) - 70.6 (4.0)
Extra Urban 55.4 (5.1) - 108.6 (2.6)
Combined 47.1 (6.0) - 91.1 (3.1)

Ford Fiesta
Our Biggest Discount £2,307



CO2 (g/km) 138-85
Fuel Economy MPG (L/100km)
Urban 35.8 (7.9) - 76.4 (3.7)
Extra Urban 58.9 (4.8) - 91.1 (3.1)
Combined 47.9 (5.9) - 85.6 (3.3)

Ford Focus
Our Biggest Discount £3,083



CO2 (g/km) 159-98
Fuel Economy MPG (L/100km)
Urban 32.1 (8.8) - 65.7 (4.3)
Extra Urban 49.6 (5.7) - 83.1 (3.4)
Combined 41.5 (6.8) - 74.3 (3.8)

Seat Leon
Our Biggest Discount £3,679



CO2 (g/km) 154-87
Fuel Economy MPG (L/100km)
Urban 34.4 (8.2) - 72.4 (3.8)
Extra Urban 52.3 (5.4) - 91.1 (3.1)
Combined 44.1 (6.4) - 85.6 (3.3)

Nissan Qashqai
Our Biggest Discount £2,845



CO2 (g/km) 138-99
Fuel Economy MPG (L/100km)
Urban 37.2 (7.6) - 67.3 (4.2)
Extra Urban 56.5 (5.0) - 78.5 (3.6)
Combined 47.1 (6.0) - 74.3 (3.8)

Volvo XC60
Our Biggest Discount £6,837



CO2 (g/km) 249-117
Fuel Economy MPG (L/100km)
Urban 18.6 (15.2) - 57.6 (4.9)
Extra Urban 34.9 (8.1) - 65.7 (4.3)
Combined 26.4 (10.7) - 62.8 (4.5)

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2.0 TDI (140S) Ecomotive

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Urban 40.9 (6.9), Extra Urban 57.6 (4.9), Combined 50.4, (5.6) CO2 146g/km

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CO2 113 Urban 56.5 (5.0), Extra Urban 72.4 (3.9), Combined 65.6(4.3)

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2.0 TDI (150) S-Line 4DR Manual

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Urban 52.3 (5.4), Extra Urban 70.6 (4.0), Combined 62.8, (4.5) CO2 119g/km

Seat Leon
1.4 TSI ACT (150) FR 5DR

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Urban 48.7 (5.8), Extra Urban 67.3 (4.2), Combined 60.1 (4.7), CO2 109g/km

Audi A6 2.0 TDi Ultra SE **£28,823** **Save 10%**
Urban 55.4 (5.1), Extra Urban 74.3 (3.8), Combined 65.7(4.3) CO2 113g/Km

Nissan Qashqai 1.5 DCI Acenta 2WD. **£19,468** **Save 10%**
Urban 67.3 (4.2), Extra Urban 78.5 (3.6), Combined 74.3(3.8) CO2 99g/Km

Mercedes CLA 200 CDI Sport 4DR..... **£26,638** **Save 6%**
Urban 55.4 (5.1), Extra Urban 76.4 (3.7), Combined 67.3(4.2) CO2 110g/Km

Ford Kuga 1.5 EcoBoost Zetec..... **£18,500** **Save 12%**
Urban 36.2 (7.8), Extra Urban 53.3 (5.3), Combined 45.6(6.2)
CO2 143g/Km

Seat Ibiza 1.25 5DR (A/C)..... **£8,924** **Save 25%**
Urban 39.8 (7.1), Extra Urban 64.2 (4.4), Combined 52.3(5.4) CO2 125g/Km

Skoda Octavia 1.6 TDI SE Business 5DR. **£17,086** **Save 14%**
Urban 64.1(4.4), Extra Urban 85.6 (3.3), Combined 74.3 (3.8) CO2 99g/Km

Citroen Grand C4 Picasso 1.6..... **£18,398** **Save 17%**
HDI 115PS VTR + Manual, Urban 62.8 (4.5), Extra Urban 74.3 (3.8),
Combined 70.6 (4.0) CO2 105g/Km

Alfa Guilietta 2.0 JTDM-2..... **£18,638** **Save 14%**
Distinctive 5 Door Manual, Urban 56.5 (5.0), Extra Urban 76.4 (3.7),
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EVJ 1	1 RH	10 BCC	3333 G	88 K	18 O	44 SB	5 YYY	73 DS	41 JN	80 OL	44 SB
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FCU 1	1 SUU	BR 6	GS 146	KW 48	77 OO	1111 T	82 AT	20 EF	87 JW	69 PN	86 SN
1 FP	THN 1	7 BUD	17 H	K4AHN	5 OOT	58 T	16 AY	33 EJ	81 KK	50 PE	SN 13
FSO 1	1 TMJ	7 BX	H 97	KS 17	50 OT	94 T	65 AN	29 EL	17 KL	69 PE	88 SR
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C7 ABE	£675	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
T55 ABE	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
C8 ABF	£390	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ABG	£675	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
T33 ABM	£275	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R28 ABS	£675	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
J888 ABS	£390	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
E5 ABW	£675	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R23 ABE	£575	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R66 ACB	£390	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
ADN 42T	£475	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACC	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
BC 9AD	£675	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
P33 ACE	£275	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
N77 ACH	£475	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACK	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
N87 ACM	£275	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
S19 ACP	£275	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
N77 ACR	£275	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACS	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACD	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACD	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACD	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACD	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACD	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275	AF1 NFW	£990	N8 PMB	£790	R24 RNS	£675	89 SKC	£390
R21 ACD	£375	R23 ANS	£775	R21 BJF	£375	R29 CMH	£375	R21 EJM	£190	R21 EJP	£190	GK 6229	£2700	R28 JAS	£975	R25 JRS	£475	R29 LJS	£675	U04 MJD	£275								



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8 HMK £8,995	AAD I	BPS I	6 DCA	EJE I	FN I	59 HG	8 JND	KMS I	I LJB	MEA I	5 NMM	4 PLT	I RLF	STK 5	2 VD
WPS 4 £7,995	AAW I	BPW I	8 DCF	EJL 4	46 FP	5 HJE	6 JNS	I KMW	8 LJJ	1 MFA	1 NMR	PMT I	1 RLK	9 STM	9 VE I
DGF I £49,995	5 ABW	1 B7C	7 DDG	EL 4	G 29	6 HJK	6 JRN	5 KNS I	1 LJN	MFF I	8 NMS	1 PPS	7 RLL	6 SWA	1 VEB
2 CL £49,995	5 AEG	1 BU	5 DDH	ELK I	1 GAJ	6 HJL	3 JSE	1 KP I	1 LJV	MFP 3	9 NPM	5 PPS	3 RN	1 T I02	9 VJB
I LAR £39,995	3 AEN	C 5	4 DDL	EMC I	9 GBS	HJP I	1 JSW	1 KRH	1 LK I	1 MFR	86 NR	6 PSA	1 RRD	3 TAA	1 VJC
4 CDK £6,995	6 AEP	CA I	DFB I	1 EMT	GBW 7	1 HJW	7 JTH	1 JKRH	2 LKS	1 MGE	1 NRD	5 PSJ	1 RSE	1 TAB	1 VJF
I ATT £29,995	1 AER	1 CAY	1 DFT	EPD I	4 GCC	HLB I	1 JTK	1 KSJ 9	7 LKP	4 MGG	NRL I	6 PST	1 RTJ	5 TCG	8 VL
9 PKM £8,995	1 AFL	6 CBG	DGF I	6 EPM	6 GCP	1 HMH	9 JTL	1 KY I	2 LKT	1 MHC	NSB 4	9 PV	1 RTR	68 TE	1 VMC
I JN £175,000	4 AFP	5 CCF I	6 DN	2 EPW	9 GCS	1 HMT	JTT I	1 L 67	1 LAT	1 MJY I	1 NSP	7 PTH	1 RTH	1 TBS	1 VMM
8 DCN £6,995	1 AFR	5 CDD	6 DPN	ER 2	3 GDD	HN 4	1 JU	1 L 79	1 LLL	7 MKD	NTB I	9 PTH	1 RTR	1 TBS	1 VMM
I BFM £39,995	AFT I	4 CDK	9 DTL	1 ERC	2 GDF	4 HPM	JW 3	1 LBW I	1 LLL	7 MKD	NTB I	9 PTH	1 RTR	1 TBS	1 VMM
5 LCS £6,995	9 AHD	92 CE	DVS 7	4 ERG	6 GDR	HPS 2	1 JWA	7 LCD	3 LLD	8 MLP	OY I	1 PWW	1 RTR	1 TBS	1 VMM
LMR I £49,995	9 AHH	6 CEG	6 DWE	ESC 3	GE I	HR 74	JWG I	5 LCR	3 LLD	8 MSE	5 PAK	1 PWW	1 RTR	1 TBS	1 VMM
5 REP £6,995	ALK I	1 CEK	E 67	3 ESD	GEJ 5	1 HRT	5 JY	5 LCS	1 LMG	5 MSF	8 PCA	1 RAA	1 RTR	1 TBS	1 VMM
TN 63 £7,995	AP 6	8 CEL	9 EAA	2 GEK	HRW I	39 K	1 LCT	1 LMR I	6 MTM	4 PCC	1 RAB	1 RTR	1 TBS	1 TBS	1 VMM
	APJ I	1 CFT	4 EAD	1 EV	5 GHD	HW 2	1 KBC	1 LDA	5 MTP	3 PCF	4 RBC	1 RTR	1 TBS	1 TBS	1 VMM
	ATT	7 CGJ	1 EAJ	1 EVH	3 GJE	IT I	4 KBS	1 LDD	1 MV 4	3 PCJ I	6 RBC	1 RTR	1 TBS	1 TBS	1 VMM
	ATW	8 CHB	6 EAP	1 EWH	86 GK	4 JBE	4 KCR	1 LDG	1 MVH	9 PCR	6 RBR	1 RTR	1 TBS	1 TBS	1 VMM
	AWC I	1 CHG I	1 EBW	2 EWM	6 GLJ	1 JBG	1 KCW	3 LDJ	1 MWG	1 PDA	5 RCR	1 RTR	1 TBS	1 TBS	1 VMM
	I AWM	1 CKM	1 ECA	38 F	6 GNM I	1 JDC	1 KDC	1 LRM	1 NCR I	1 PDA	5 RCR	1 RTR	1 TBS	1 TBS	1 VMM
	B 90	2 CL	1 ECL	3 FAA	8 GRG	3 JBM	1 KDJ	8 LDW	4 NCT	4 PEJ	3 RRD	1 RTR	1 TBS	1 TBS	1 VMM
	1 BAC	3 CLD	3 EDP	6 FAD	5 GRJ	9 JCY	5 KDP	1 LE	8 ND	PEK 6	1 RTR	1 TBS	1 TBS	1 TBS	1 VMM
	6 BAW	7 CLE	4 EDR	1 FAG	6 GSJ	5 JCT	1 KEK	6 LEC	1 LRT	1 NDS 6	1 PEW	1 RTR	1 TBS	1 TBS	1 VMM
	BC 6	1 CME	2 EDW	4 FAP	8 GSK	1 JDO	1 KET	1 LEL I	5 LSA	NEC 7	3 PFC	1 RTR	1 TBS	1 TBS	1 VMM
	4 BCT	1 CPF	1 EEB	FCB 8	3 GV	JDT I	1 KGM 9	1 LF I	1 LSD	2 NEG	1 PHB 4	1 RTR	1 TBS	1 TBS	1 VMM
	9 BDR	8 CPR	1 EED	FD 5	1 GWF	JGS I	1 KGR	9 LG	1 LSF	4 NF	PHC 4	1 RTR	1 TBS	1 TBS	1 VMM
	1 BEF	6 CRN	1 EEF	31 FE	3 HAP	1 JHG	1 KHS	3 LGD	1 LSG	1 NGM I	1 PHD 6	1 RTR	1 TBS	1 TBS	1 VMM
	1 BFH	1 CSE	1 EEL	FEM I	HAS I	1 JJA	2 KJF	1 LGG	1 LSS 6	86 NJ	1 PHR I	1 RTR	1 TBS	1 TBS	1 VMM
	6 BHM	1 CSF	1 EEM I	70 FJ	HC 8	2 JJE	1 KJG	4 LTH	1 LTH	1 NJD	5 PKD	1 RTR	1 TBS	1 TBS	1 VMM
	1 BJT	CSJ 9	EF 3	5 FJA	1 HCT	1 JKW	84 KL	3 LGP	1 LZV	6 NJJ	9 PKM	1 RTR	1 TBS	1 TBS	1 VMM
	1 BJT	1 CT	9 EFW	8 FJD	HDS 6	5 JLE	2 KLA	1 LGR 9	1 LVS	1 NJN	1 PLA	1 RTR	1 TBS	1 TBS	1 VMM
	3 BLB	1 CWT	8 EG	1 FJT	1 HE	1 JKL	1 KLD	1 LGW	4 MBL	2 NLA	6 PLD	1 RTR	1 TBS	1 TBS	1 VMM
	BLS 7	6 CY	EGW I	34 FL	3 HEG	6 JLN	4 KJL	1 LHH	8 MDN	5 NLP	3 PLJ	1 RTR	1 TBS	1 TBS	1 VMM
	6 BMO	DAO I	45 EJ	3 FMR	HEH I	6 JNA	1 KKL I	1 LHM 7	1 MDO	5 NLP	3 PLJ	1 RTR	1 TBS	1 TBS	1 VMM
	6 BPR	9 DBW	5 EJA	8 FMT	6 HEJ	5 JNC	1 KLP	3 LHP	98 ME	6 NLP	3 PLJ	1 RTR	1 TBS	1 TBS	1 VMM



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HAIL DES Hall	480 UL	Abdul	COT 7IE	Cottle	H4I RUP	Hair	MEA 4H	Meah	SAIL GER	Sanger
W444 YNE Wayne	A810 DUN	Abiodun	COII PON	Coupon	HAIL ATT	Hallatt	SME IL	Meil	SCII RER	Scorer
ANG 6IE Angle	ADII LTS	Adults	COW 3IL	Cowell	HAIL PER	Hamper	MOL 3E	Mole	53 EA	Sea
MEE 2A Meera	ALD 23D	Aldred	COW 3Y	Cowley	HAN 63R	Hanger	MON 44A	Mona	SES 4Y	Sesay
BOA 12D Board	ANN 184L	Annibal	COW I3Y	Cowley	H42I AND	Harland	MOO I13Y	Mooney	SHA 29E	Sharpe
ONF I12E On Fire	ANS 510W	Anslow	C12 ABB	Crabb	H42I OLD	Harold	MOR 264N	Morgan	SHU 7T	Shutt
GRA 58Y Grasby	ANY 7A	Anyia	CRA I1IK	Craik	HED I13Y	Hedley	MOY 3R	Moyer	SLA 7E	Slater
DI12 HAM Durham	A26 ENT	Argent	C120 SSY	Cross	H3II SON	Henson	MOY 2A	Moyra	SLE 316H	Sleigh
RUB I1IA Rubina	AR63 NEL	Arsenal	CUE I	Cue	HEW I77T	Hewitt	I MUG	Mug	SIO UGH	Slough
S777 AMP Stamp	ASH 88Y	Ashby	CUT 73R	Cutter	HOA IIG	Hoang	MUL IIA	Mulla	SI UGS	Slugs
DAR I2ON Darron	ASH I16Y	Ashley	DAR 23IL	Darrell	ME5I HOG	Hog	MUL I3R	Muller	SMA I13Y	Smalley
GEII DER Gelder	AUS 72IA	Austria	D422 OCH	Darroch	HOP 600D	Hopgood	MUT 2	Murtin	SPE 412S	Spears
BUII OCH Bullock	AWA 4N	Awan	DAT 3D	Dated	II ORN	Horn	MUT 2	Mutt	SPE I16E	Spence
BAR 724M Bartram	AYE 2S	Ayers	DAW 3S	Dawes	HUN IIG	Hung	NAR 6IIS	Nargis	SPI2 AGG	Spragg
CHA IIG Chang	AYR 2E	Ayre	D4 YES	Dayes	HUN IIT	Hunt	N474 LLE	Natalie	S7 ARK	Stark
BI ANE Blane	BAN 7ON	Bacon	DEA 4R	Dear	HUN I33R	Hunter	NEA I1IE	Neale	STA 7ON	Station
REU 73R Reuter	B428 OUR	Banton	DEE 313Y	Deeley	HUN 733R	Hunter	NEV I1IIN	Nevin	STO 22IE	Storrie
ODE IL Odell	BAR 21IE	Barbour	D3 NBY	Denby	JAIL LER	Jailer	NI66 GEL	Nigel	S724 KER	Straker
MCG I1IN McGinn	84 TES	Bate	DEN I58N	Dennis	JAN 377E	Janette	NOE 3L	Noel	SUII DAY	Sunday
MER 5ON Merson	BAT 33Y	Batey	D3 NNS	Derby	KAU 53R	Kauser	NYE	Nye	TAR I2Y	Tarry
MOL 3E Mole	BAT I3Y	Batley	DER 88Y	Dee I3Y	KEE I3Y	Keeley	OBR 213N	O'Brien	TI13 LMA	Thelma
NOE 3L Noel	BAU 6H	Baugh	DOG IG	Dog	K32S HAW	Kershaw	OMA 22R	Omar	TI00 MBS	Tombs
STA IE Stale	B38 MER	Beamer	DOV 3E	Dove	KUR 2T	Kurt	ONF I12E	On Fire	TOT 77IE	Tottle
RON 44N Ronan	83 ARD	Beard	D2 OWN	Drown	LAG I6	Lag	ORA 70R	Orator	TOW 3IL	Towell
	BEA 777S	Beats	DUC 6K	Duck	LAR 2A	Lara	ORII ENT	Orient	TRE I3IE	Trainer
	B3II BOW	Benbow	DI YKE	Dyke	LAS 2K	Lark	OSC 64R	Oscar	TUG 3	Treble
	BEN I7A	Benita	EAR 2L	Earl	LAT I14M	Latham	P47 TON	Patton	TUI2 TLE	Tug
	B3II SON	Benson	EDM 4N	Edman	I34 VER	Leaver	PAV 6L	Pavel	T7 NAN	Turner
	BE55 ELL	Bessell	EDY 7A	Eddy	I333 EKS	Leeks	PAV 3Y	Pavey	T72 ONE	Turtle
	BES 7ON	Beston	ELD 23D	Eldred	L3 GGE	Legge	PAW I3Y	Pawley	VAL 32IE	Tynan
	B16 COW	Big Cow	ELE IIA	Elena	LEII TON	Lenton	PEII DER	Pender	VAN IN	Tyrone
	814 NKS	Blanks	EVE I7N	Evelyn	LEO IIA	Leona	PER 312A	Pereira	VAN IY	Valerie
	BOA 77S	Boats	EVE 235T	Everest	I ODY	Lody	PET 77Y	Petty	V4 REY	Vanin
	BOII SER	Bonsor	EVE 250N	Everson	LON 3R	Loner	PEX 7ON	Pexton	VAR I37Y	Varey
	BOO 7S	Boots	EWI I2T	Ewart	LON 613Y	Longley	POII AND	Polland	V412 LEY	Variety
	BOII GHT	Bought	FAII OWS	Fallows	LOR 2A	Lora	POO I3Y	Pooley	V455 ELL	Varley
	B217 TEN	Britten	FAN 6G	Fang	LOV 3IL	Lovell	POS 3Y	Posey	VEG 6E	Vassell
	B2 USH	Brush	F4 WKE	Fawke	LUC 44A	Luca	P247 LEY	Pratley	VOG 4N	Veggie
	BUR 2N	Burn	2 FED	Fed	LUC 6IE	Lucie	PRO 832T	Prubert	VOII LEY	Vogan
	BUT 77IE	Buttle	FEL I6IA	Felicia	LUII ACY	Lunacy	I PRU	Prunella	VOL 64N	Volley
	BYE 2S	Byers	FER 22IS	Ferris	LYII NNE	Lynne	PUG 513Y	Pugsley	W44 LES	Vulcan
	CAR 2D	Card	FLU IIX	Flux	M46 KEY	Mackey	RAP I3Y	Rapley	W4I SHE	Wales
	I CAY	Cay	FOS 73R	Foster	MAJ 357Y	Majesty	RAY 75ON	Rayson	W4II DAS	Walsh
	C313 STE	Celeste	F2I DAY	Friday	MAI ABY	Mallaby	I23 GAN	Regan	W4I2 NER	Wanda
	CER 27S	Cerys	GAR I13R	Garner	MAII ORY	Mallory	REG IIE	Regina	W4I2 NES	Warner
	CHA I13L	Chanel	GAR 242D	Garrard	MAII LOY	Mallory	R3II ATE	Renate	WEB 813Y	Warnes
	CHA 2D	Chard	G33 SON	Geeson	MAM 5S	Mams	ROA 6H	Roach	WED 64R	Wed Car
	CLA 42K	Clark	GEN 7T	Gent	MAII GAN	Mangan	ROB 85ON	Robson	W33 DGE	Wedge
	CLE 6G	Clegg	G30 RDY	Geordie	M4II LEY	Manley	ROD 9	Rod	WEN I06K	Wenlock
	CLII NCH	Clinch	G18 BON	Gibbon	M42 CEL	Marcel	ROII LPH	Rolph	W357 ALL	Westall
	COB 80ID	Cobbold	GII BEY	Gilbey	MAS I1I1H	Masih	I ROP	Roop	WII ALE	Whale
	RCO IE	Cole	G10 OLD	Gold	MAY 606K	Maycock	R0S 377A	Rosetta	WII4 LEY	Whaley
	COII DON	Condon	GOL I1IE	Gollie	MAY IIE	Mayle	ROT 73R	Rotter	WIIII ARF	Wharf
	COP I3Y	Copley	GRA 58Y	Grasby	MCC 24E	McCrae	ROS 377A	Russon	WIIII NES	Wines
	COI2 ALS	Coral	G233 NER	Greener	MC63 OWN	McGeown	SAK I1IA	Sakina	WOI2 TON	Worton
	CIO RKE	Corke	G2I EVE	Grieve	M660 WAN	McGowan	S4II UEL	Samuels	WUR 23L	Wurzel
	COI2 NER	Corner	G2I GGS	Griggs	MCG 202Y	McGrady	S4II DOR	Sandor	YAS I1IR	Yasir
			G2I MES	Grimes	M34 DON	Meadon			YUL 3E	Yule

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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO₂ emissions 156 – 89 g/km.

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